HCS Arterial Planning Results – 2025 P.M. Peak Hour

Exterior Roadways

Aquarius Drive

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Analyst:	PLANN: Kondala Rao N	ING ANALYSI Mantri	ა		
Agency/Co.:	Stanley Consu		a		
Date Performed:	5/9/2006	ircancs, in			
Analysis Time Period: P.M. Peak Hour					
Irban Street: Aquarius Drive					
Direction of Travel:					
Jurisdiction:	Mohave County	, 2.7.			
Analysis Year:	2025	, 110			
Project ID: Golden Va		ster Traffi	e Stud	łv	
				~1	
	Trailic (Characteris	tics_		
Annual average daily t	raffic, AADT	26000	vpd		
Planning analysis hour	factor, K	0.090			
Directional distributi	on factor, D	0.500			
Peak-hour factor, PHF		0.900			
Adjusted saturation flo		1800	pcpho	gpl	
Percent turns from exc	lusive lanes	50	용		
	Roadway Cha	aracteristi	cs		
Number of through lane	s one directio	on, N 2			
Free flow speed, FFS		40		mph	
Urban class		2			
Section length		4.60		miles	
Median		No			
Left-turn bays		Yes			
	Signal Char	racteristic	s		
	<u> </u>		~		
Signalized intersection	ns	2			
Arrival type, AT		3			
Signal type $(k = 0.5 fe$	or planning)	Actuated			
Cycle length, C		90.0	sec		
Effective green ratio,	g/C	0.600			
	Resu	ılts			
Annual average daily to	raffic, AADT	26000	vpd		
Two-way hourly volume	,	2340	vph		
Hourly directional volv	ıme	1170	vph		
Through-volume 15-min.	flow rate	650	v		
Running time		414.0	sec		
v/c ratio		0.32			
Through capacity		2050	vph		
Progression factor, PF		1.000			
Uniform delay		8.9	sec		
Filtering/metering fact	cor, I	0.958			
Incremental delay		0.4	sec		
Control delay		9.3	sec/v	r	
Total travel speed, Sa		38.3	mph		
Total urban street LOS					
TOTAL GIDAN SCIECT LOS		A			

Aztec Road

	NNING ANALYSI	IS			
Analyst: Kondala Ra		· · · · · · · · · · · · · · · · · · ·			
- .	nsultants, Ir	nc.			
ate Performed: 5/9/2006					
nalysis Time Period: P.M. Peak Hour					
Urban Street: Aztec Road					
Direction of Travel:					
Jurisdiction: Mohave Cou	nty, AZ				
Analysis Year: 2025					
Project ID: Golden Valley Ranch	Master Traffi	ic Study			
Traffic Characteristics					
71 3		4			
Annual average daily traffic, AAD		vpd			
Planning analysis hour factor, K Directional distribution factor,					
Peak-hour factor, PHF					
	0.900	nankan1			
Adjusted saturation flow rate Percent turns from exclusive lane	1800 s 50	pcphgpl %			
Percent turns from exclusive fame	5 50	•			
Roadway	Characteristi	ics			
Number of through lanes one direc	tion, N 3				
Free flow speed, FFS	45	mph			
Urban class	2	*			
Section length	4.40	0 miles			
Median	Yes				
Left-turn bays	Yes				
Signal C	haracteristic	cs			
Signalized intersections	2				
Arrival type, AT	3				
Signal type (k = 0.5 for planning) Actuated				
Signal type (k = 0.5 for planning Cycle length, C	Actuated 90.0	sec			
Signal type (k = 0.5 for planning) Actuated				
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C	Actuated 90.0				
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/CR	Actuated 90.0 0.600 esults	sec			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C R Annual average daily traffic, AAD	Actuated 90.0 0.600 esults T 44000	sec			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C R Annual average daily traffic, AAD Two-way hourly volume	Actuated 90.0 0.600 esults T 44000 3960	vpd vph			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C R Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume	Actuated 90.0 0.600 esults T 44000 3960 1980	vpd vph vph			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C R Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate	Actuated 90.0 0.600 esults T 44000 3960 1980 1100	vpd vph vph v			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time	Actuated 90.0 0.600 esults 44000 3960 1980 1100 352.0	vpd vph vph			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio	Actuated 90.0 0.600 esults F 44000 3960 1980 1100 352.0 0.34	vpd vph vph v			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity	Actuated 90.0 0.600 esults T 44000 3960 1980 1100 352.0 0.34 3240	vpd vph vph v			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF	Actuated 90.0 0.600 esults F 44000 3960 1980 1100 352.0 0.34 3240 1.000	vpd vph vph v sec vph			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	Actuated 90.0 0.600 esults F 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0	vpd vph vph v			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	Actuated 90.0 0.600 esults F 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0 0.950	vpd vph vph v sec vph			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	Actuated 90.0 0.600 esults F 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0 0.950 0.3	vpd vph vph v sec vph sec			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	Actuated 90.0 0.600 esults T 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0 0.950 0.3 9.3	vpd vph vph v sec vph sec vph			
Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AAD Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	Actuated 90.0 0.600 esults F 44000 3960 1980 1100 352.0 0.34 3240 1.000 9.0 0.950 0.3	vpd vph vph v sec vph sec			

Bacobi Road

	NING ANALYS	rs			
Analyst: Kondala Rao					
Agency/Co.: Stanley Con		nc			
Date Performed: 5/9/2006	·				
Analysis Time Period: P.M. Peak H	our				
Urban Street: Bacobi Road					
Direction of Travel:					
Jurisdiction: Mohave Coun	tv AZ				
Analysis Year: 2025	0,, 110				
Project ID: Golden Valley Ranch M	aster Traffi	ic Study			
110,000 kg. Gordon varrey namen	20001 110111	to boung			
Traffic Characteristics					
Annual average daily traffic, AADT	27000	rmd			
Planning analysis hour factor, K	37000	vpd			
Directional distribution factor, D	0.090 0.500				
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate		nanhan?			
Percent turns from exclusive lanes	1800	pcphgpl			
Percent turns from exclusive lanes	50	8			
Roadway C	haracteristi	ics			
Attended to the second of the					
Number of through lanes one direct	-	,			
Free flow speed, FFS	45	mph			
Urban class	2				
Section length	4.40) miles			
Median	Yes				
Left-turn bays	Yes				
Signal Ch	aracteristic	es			
Signalized intersections	2				
Arrival type, AT	3				
Signal type (k = 0.5 for planning)	Actuated				
Signal type (k = 0.5 for planning) Cycle length, C	Actuated 90.0	sec			
Signal type (k = 0.5 for planning)		sec			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	90.0 0.600	sec			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re	90.0	sec			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	90.0 0.600	sec vpd			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re	90.0 0.600 sults				
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT	90.0 0.600 sults	vpd			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume	90.0 0.600 sults	vpd vph			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate	90.0 0.600 sults	vpd vph vph v			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume	90.0 0.600 sults	vpd vph vph			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time	90.0 0.600 sults	vpd vph vph v			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio	90.0 0.600 sults	vpd vph vph v sec			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF	90.0 0.600 sults	vpd vph vph v sec			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	90.0 0.600 sults	vpd vph vph v sec vph			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	90.0 0.600 sults	vpd vph vph v sec vph			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	90.0 0.600 sults	vpd vph vph v sec vph sec sec			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	90.0 0.600 sults	vpd vph vph v sec vph sec sec sec/v			
Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Re Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	90.0 0.600 sults	vpd vph vph v sec vph sec sec			

Colorado Road

PLAN	NING ANALYS	ıs			
Analyst: Kondala Rao	Mantri				
	sultants, In	nc			
Date Performed: 5/9/2006					
Analysis Time Period: P.M. Peak H					
Urban Street: Colorado Ro	aα				
Direction of Travel: Jurisdiction: Mohave Coun	+++ A.7				
Jurisdiction: Mohave Coun Analysis Year: 2025	cy, AZ				
Project ID: Golden Valley Ranch M	aster Traffi	ic Study			
Traffic Characteristics					
	Characteri				
Annual average daily traffic, AADT	20000	vpd			
Planning analysis hour factor, K	0.090				
Directional distribution factor, D					
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lanes	50	8			
Roadway C	haracterist	ics			
Number of through lanes one direct		h			
Free flow speed, FFS Urban class	45	mph			
Section length	2 4.60	o miles			
Median	Yes	J miles			
Left-turn bays	Yes				
Signal Ch	aracteristic	CS			
Signalized intersections	2				
Arrival type, AT	3				
Signal type (k = 0.5 for planning)	Actuated				
Cycle length, C	90.0	sec			
Effective green ratio, g/C	0.600				
Re	sults				
7	2222				
Annual average daily traffic, AADT		vpd			
Two-way hourly volume	1800	vph			
Hourly directional volume Through-volume 15-min. flow rate	900 500	vph v			
Running time	368.0	sec			
v/c ratio	0.23	560			
Through capacity	2160	vph			
Progression factor, PF	1.000	- F			
Uniform delay	8.4	sec			
Filtering/metering factor, I	0.982				
Incremental delay	0.2	sec			
Control delay	8.6	sec/v			
Total travel speed, Sa	43.0	mph			
Total urban street LOS	A				

Sacramento Road

	MING ANALYS	IS
Analyst: Kondala Rac	Mantri	
Agency/Co.: Stanley Cor	sultants, Ir	nc
Date Performed: 5/9/2006		
Analysis Time Period: P.M. Peak F		
Urban Street: Sacramento	Road	
Direction of Travel:		
Jurisdiction: Mohave Cour	ity, AZ	
Analysis Year: 2025	_	
Project ID: Golden Valley Ranch M	laster Traffi	ic Study
Traffic	Characteris	stics
Annual average daily traffic, AAD		vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, I		
Peak-hour factor, PHF	0.900	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	5 50	8
Roadway (Characteristi	ics
Number of through lance one divest	tion N O	
Number of through lanes one direct Free flow speed, FFS	ion, N 2	mnh
Urban class		mph
	2	O milos
Section length Median	5.00	
	Yes	
Left-turn bays	Yes	
Signal Ch	aracteristic	cs
Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C		
Cycle length, C Effective green ratio, g/C	90.0	sec
Cycle length, C Effective green ratio, g/C	90.0	
Effective green ratio, g/C	90.0	
Effective green ratio, g/C	90.0 0.600 esults	
Effective green ratio, g/C Re Annual average daily traffic, AADT	90.0 0.600 esults	sec
Effective green ratio, g/C Real Real Real Real Real Real Real Real	90.0 0.600 esults	vpd vph
Effective green ratio, g/C Re Annual average daily traffic, AADT	90.0 0.600 esults 18000 1620	sec vpd
Effective green ratio, g/C Recommendation and the second	90.0 0.600 esults 18000 1620 810	vpd vph vph v
Effective green ratio, g/C Recommendation and the second	90.0 0.600 esults 18000 1620 810 450	vpd vph vph
Effective green ratio, g/C Recomplete Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio	90.0 0.600 esults	vpd vph vph v sec
Effective green ratio, g/C Recommendation and the second	90.0 0.600 esults	vpd vph vph v
Effective green ratio, g/C Recomplete Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity	90.0 0.600 esults	vpd vph vph v sec
Effective green ratio, g/C Recomplete Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	90.0 0.600 esults	vpd vph vph v sec
Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	90.0 0.600 esults	vpd vph vph v sec vph
Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	90.0 0.600 esults	vpd vph vph v sec vph sec
Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	90.0 0.600 esults	vpd vph vph v sec vph sec
Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	90.0 0.600 esults	vpd vph vph v sec vph sec

Shinarump Drive

	ING ANALYSI	rs		
Analyst: Kondala Rao M				
Agency/Co.: Stanley Const	ıltants, İr	nc		
ate Performed: 5/9/2006				
Analysis Time Period: P.M. Peak Hou				
Urban Street: Shinarump Dr:	ive			
Direction of Travel:				
Jurisdiction: Mohave County	y, AZ			
Analysis Year: 2025				
Project ID: Golden Valley Ranch Mas	ster Traffi	ic Study		
Traffic (Characteris	stics		
Annual average daily traffic, AADT	26000	vpd		
Planning analysis hour factor, K	0.090	. P.2		
Directional distribution factor, D	0.500			
Peak-hour factor, PHF	0.900			
Adjusted saturation flow rate	1800	pcphgpl		
Percent turns from exclusive lanes	50	& E-E7E-		
		•		
Roadway Cha	aracteristí	lcs		
Number of through lanes one direction	on, N 3			
Free flow speed, FFS	45	mph		
Urban class	2	-		
Section length	5.00) miles		
Median	Yes			
Left-turn bays	Yes			
Signal Cha:	racteristic	78		
Jighar Cha.	Lucceriber			
Signalized intersections	2			
Arrival type, AT	3			
Signal type $(k = 0.5 \text{ for planning})$	Actuated			
Cycle length, C	90.0	sec		
Effective green ratio, g/C	0.600			
Res	ılts	·		
Annual average daily traffic, AADT	26000	vpd		
Two-way hourly volume	2340	vph		
Hourly directional volume	1170	vph		
Through-volume 15-min. flow rate	650	v		
Running time	400.0	sec		
v/c ratio	0.20			
Through capacity	3240	vph		
Progression factor, PF	1.000			
Uniform delay	8.2	sec		
Filtering/metering factor, I	0.988			
Incremental delay	0.1	sec		
Control delay	8.3	sec/v		
Total travel speed, Sa	43.2	mph		
Total urban street LOS	A			

Tombstone Trail

PLAN	NING ANALYSI	IS			
Analyst: Kondala Rao					
Agency/Co.: Stanley Con	sultants, In	ac			
Date Performed: 5/9/2006					
Analysis Time Period: P.M. Peak H	our				
Urban Street: Tombstone T	rail				
Direction of Travel:					
Jurisdiction: Mohave Coun	ty, AZ				
Analysis Year: 2025	4 ·				
Project ID: Golden Valley Ranch M	aster Traffi	ic Study			
Traffic Characteristics					
Annual average daily traffic, AADT	8000	vpd			
Planning analysis hour factor, K	0.090				
Directional distribution factor, D	0.500				
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lanes	50	8			
Roadway C	haracteristi	ics			
Number of through lanes one direct	ion, N 2				
Free flow speed, FFS	40	mph			
Urban class	2				
Section length	8.00) miles			
Median	Yes				
Left-turn bays	Yes				
-					
Signal Ch	aracteristic	CS			
Signalized intersections	2				
Arrival type, AT	3				
Signal type (k = 0.5 for planning)	Actuated				
Cycle length, C	90.0	sec			
Effective green ratio, g/C	0.600				
,,,,,,,,,	*****				
Results					
Annual average daily traffic, AADT	8000	vpd			
Two-way hourly volume	720	vph			
Hourly directional volume	360	vph			
Through-volume 15-min. flow rate	200	V			
Running time	720.0	sec			
v/c ratio	0.09	500			
Through capacity	2160	vph			
Progression factor, PF	1.000	· p			
Uniform delay	7.6	sec			
Filtering/metering factor, I	0.998	500			
Incremental delay	0.998	gag			
-		sec			
Control delay	7.7	sec/v			
Total travel speed, Sa	39.2	mph			
Total urban street LOS	A				

Interior Roadways

Aztec Road Extension

	PLANNI	NG ANALYS	IS	
Analyst:	Kondala Rao M			
Agency/Co.:	Stanley Consu	ltants, I	nc	
Date Performed:	5/9/2006	-		
Analysis Time Period:	P.M. Peak Hou	ır		
Urban Street:	Aztec Road Ex	tension		
Direction of Travel:				
Jurisdiction:	Mohave County	. AZ		
Analysis Year:	2025	•		
Project ID: Golden Val		ter Traff	ic Study	У
Traffic Characteristics				
Annual average daily to	raffic, AADT	41000	vpd	
Planning analysis hour	factor, K	0.090		
Directional distribution	on factor, D	0.500		
Peak-hour factor, PHF		0.900		
Adjusted saturation flo	ow rate	1800	pcphgj	pl
Percent turns from exc	lusive lanes	50	8	_
	Roadway Cha	racterist	1CS	
Number of through lane:	s one direction	n, N 3		
Free flow speed, FFS		45	1	mph
Urban class		2	•	<u>F</u>
Section length		2.3	Ω τ	miles
Median		Yes		
Left-turn bays		Yes		
	Signal Char	acteristi	cs	
Signalized intersection	10	2		
Arrival type, AT	.10	3		
Signal type (k = 0.5 fo	or planning)	Actuated		
Cycle length, C	or praining,			
	~/C	90.0	sec	
Effective green ratio,	g/C	0.600		
	Resu	lts		
Annual average daily to	raffic. AADT	41000	vpd	
Two-way hourly volume	,	3690	vph	
Hourly directional volu	ıme	1845	vph	
Through-volume 15-min.		1025	v	
Running time	1100 1000	184.0	sec	
v/c ratio		0.32	DCC	
Through capacity		3240	vph	
Progression factor, PF		1.000	V DII	
Uniform delay		8.9	900	
Filtering/metering fact	or I	0.958	sec	
Incremental delay	.U., I	0.958	g00	
=			sec	
Control delay		9.1	sec/v	
Total travel speed, Sa Total urban street LOS		40.9	mph	
		A		

Bacobi Road Extension

PLANN	ING ANALYSI	IS				
Analyst: Kondala Rao	Mantri					
Agency/Co.: Stanley Cons	ultants, Ir	nc				
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Ho	ur					
Urban Street: Bacobi Road	Extension					
Direction of Travel:						
Jurisdiction: Mohave Count	y, AZ					
Analysis Year: 2025						
Project ID: Golden Valley Ranch Ma	ster Traffi	ic Study				
Traffic	Traffic Characteristics					
		_				
Annual average daily traffic, AADT	40000	vpd				
Planning analysis hour factor, K	0.090					
Directional distribution factor, D	0.500					
Peak-hour factor, PHF	0.900	1 1				
Adjusted saturation flow rate	1800	pcphgpl				
Percent turns from exclusive lanes	50	%				
Roadway Ch	aracteristi	ics				
Number of through lanes one directi	on, N 2					
Free flow speed, FFS	On, N 2 35	mph				
Urban class	3	mpri				
Section length	0.60) miles				
Median	No.	, miles				
Left-turn bays	Yes					
Left-turn bays	Yes					
Left-turn baysSignal Cha	Yes	cs				
Signal Cha	Yes	cs				
	Yes racteristic	cs				
Signal Cha	Yes racteristic 2	cs				
Signal Cha Signalized intersections Arrival type, AT	Yes racteristic 2 3	cs				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning)	Yes racteristic 2 3 Actuated					
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0 0.600					
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0					
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0 0.600					
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res	Yes racteristic 2 3 Actuated 90.0 0.600	sec				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/CRes Annual average daily traffic, AADT	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000	sec				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600	sec vpd vph				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800	sec vpd vph vph				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800 1000 67.2 0.49	vpd vph vph vph v				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800 1000 67.2	vpd vph vph vph v				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800 1000 67.2 0.49 2050 1.000	vpd vph vph vph v				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800 1000 67.2 0.49 2050	vpd vph vph vph v				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800 1000 67.2 0.49 2050 1.000 10.2 0.867	vpd vph vph v sec vph				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800 1000 67.2 0.49 2050 1.000 10.2 0.867 0.7	vpd vph vph v sec vph				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800 1000 67.2 0.49 2050 1.000 10.2 0.867 0.7 10.9	vpd vph vph v sec vph				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800 1000 67.2 0.49 2050 1.000 10.2 0.867 0.7 10.9 24.3	vpd vph vph v sec vph sec vph				
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	Yes racteristic 2 3 Actuated 90.0 0.600 ults 40000 3600 1800 1000 67.2 0.49 2050 1.000 10.2 0.867 0.7 10.9	vpd vph vph v sec vph sec vph				

Centennial Road Extension

PLANN	ING ANALYSI	:S			
Analyst: Kondala Rao I					
Agency/Co.: Stanley Const		nc			
ate Performed: 5/9/2006					
nalysis Time Period: P.M. Peak Hour					
Urban Street: Centennial Ro		.on			
Direction of Travel:					
Jurisdiction: Mohave County	v 12.7.				
Analysis Year: 2025	, ,				
Project ID: Golden Valley Ranch Mar	ster Traffi	c Study			
		.o souur			
Traffic Characteristics					
Annual average daily traffic, AADT	30000	vpd			
Planning analysis hour factor, K	0.090	vpa			
Directional distribution factor, D	0.500				
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lanes	50	& bcbu3b1			
referre turns from exclusive lanes	50	6			
Roadway Cha	aracteristi	.Cs			
Number of through lange one diverti	N 2				
Number of through lanes one direction		la			
Free flow speed, FFS	35	mph			
Urban class	3				
Section length	1.00	miles			
Median	Yes	•			
Left-turn bays	Yes				
Signal Cha	racteristic	es			
Gianaliand interpolations	2				
Signalized intersections Arrival type, AT	2 3				
	-				
Signal type (k = 0.5 for planning)	Actuated	a.a			
Cycle length, C	90.0	sec			
Effective green ratio, g/C	0.600				
Resu	ılts				
Annual average daily traffic AADT	30000	rmd.			
Annual average daily traffic, AADT	30000	vpd			
Two-way hourly volume Hourly directional volume	2700	vph			
	1350	vph			
Through-volume 15-min. flow rate	750	v			
Running time	750 103.0	-			
Running time v/c ratio	750 103.0 0.35	v sec			
Running time v/c ratio Through capacity	750 103.0 0.35 2160	v			
Running time v/c ratio Through capacity Progression factor, PF	750 103.0 0.35 2160 1.000	v sec vph			
Running time v/c ratio Through capacity Progression factor, PF Uniform delay	750 103.0 0.35 2160 1.000 9.1	v sec			
Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	750 103.0 0.35 2160 1.000 9.1 0.947	v sec vph sec			
Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	750 103.0 0.35 2160 1.000 9.1 0.947 0.4	v sec vph sec sec			
Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	750 103.0 0.35 2160 1.000 9.1 0.947 0.4 9.5	v sec vph sec sec sec/v			
Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	750 103.0 0.35 2160 1.000 9.1 0.947 0.4 9.5 29.5	v sec vph sec sec			
Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	750 103.0 0.35 2160 1.000 9.1 0.947 0.4 9.5	v sec vph sec sec sec/v			

Cerbat Road Extension

PLAM	NING ANALYSI	s			
Analyst: Kondala Rao	Mantri				
Agency/Co.: Stanley Cons	sultants, Ir	IC .			
ate Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Ho					
Urban Street: Cerbat Road	Extension				
Direction of Travel:					
Jurisdiction: Mohave Count	y, Az				
Analysis Year: 2025 Project ID: Golden Valley Ranch Ma	eter Traffi	G Study			
Floject ib. Golden valley Ranch Ma	ascer main	ic study			
Traffic Characteristics					
Annual average daily traffic, AADT	10000	vpd			
Planning analysis hour factor, K	0.090	· pa			
Directional distribution factor, D	0.500				
Peak-hour factor, PHF	0.900				
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lanes	50	8			
Roadway Ch	naracteristi	CS			
-					
Number of through lanes one directi	=	,			
Free flow speed, FFS	35	mph			
Urban class Section length	3) miles			
Median	1.00 No	miles			
Left-turn bays	Yes				
-					
Signal Cha	racteristic	CS			
Signalized intersections	2				
Arrival type, AT	3				
Signal type $(k = 0.5 \text{ for planning})$	Actuated				
Cycle length, C	90.0	sec			
Effective green ratio, g/C	0.600				
Res	ults				
Annual average daily traffic, AADT	10000	vpd			
Two-way hourly volume	900	vph			
Hourly directional volume	450	vph			
Through-volume 15-min. flow rate	250	V			
Running time	103.0	sec			
v/c ratio	0.12				
Through capacity	2050	vph			
Progression factor, PF	1.000	_			
Uniform delay	7.8	sec			
Filtering/metering factor, I	0.997				
Incremental delay	0.1	sec			
Control delay	7.9	sec/v			
Total travel speed, Sa	30.3	mph			
Total urban street LOS	A				

East Loop Road

PLAN	NING ANALYS	rs			
Analyst: Kondala Rao	Mantri				
Agency/Co.: Stanley Cons	sultants, Ir	ıc			
ate Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Ho	our				
Urban Street: East Loop Ro	oad				
Direction of Travel:					
Jurisdiction: Mohave Count	y, AZ				
Analysis Year: 2025					
Project ID: Golden Valley Ranch Ma	ster Traffi	lc Study			
Traffic Characteristics					
Annual access daile to 661 a AADW	24000	1			
Annual average daily traffic, AADT	34000	vpd			
Planning analysis hour factor, K Directional distribution factor, D	0.090				
Peak-hour factor, PHF	0.500 0.900				
Adjusted saturation flow rate		nanhanl			
Percent turns from exclusive lanes	1800 50	pcphgpl %			
refrent turns from exclusive falles	50	•			
Roadway Cl	naracteristi	lcs			
Number of through lanes one directi	on, N 2				
Free flow speed, FFS	35	mph			
Urban class	2	<u>.</u>			
Section length	3.50) miles			
Median	Yes				
Left-turn bays	Yes				
Signal Cha	racteristic	as a same a			
Signalized intersections	2				
Arrival type, AT	3				
Signal type $(k = 0.5 \text{ for planning})$	Actuated				
Cycle length, C	90.0	sec			
Effective green ratio, g/C	0.600				
Res	sults				
Annual arrayan daile broffin AADM	24000	a			
Annual average daily traffic, AADT	34000	vpd			
Two-way hourly volume	3060	vph			
Hourly directional volume	1530	vph			
Through-volume 15-min. flow rate Running time	850	v 			
5	360.0	sec			
v/c ratio	0.39	h			
Through capacity Progression factor, PF	2160 1.000	vph			
Uniform delay		ana			
Filtering/metering factor, I	9.4 0.925	sec			
Incremental delay	0.925	sec			
Control delay	9.9	sec/v			
Total travel speed, Sa	33.2	_ •			
Total urban street LOS	33.2 B	mph			
TOTAL ALDAM BUICEL HOD	L)				

East Middle Road

	PLANNI	NG ANALYS	S	
Analyst:	Kondala Rao M			
Agency/Co.:	Stanley Consu		ıc	
Date Performed:	5/9/2006	•		
Analysis Time Period:	P.M. Peak hou	ır		
Urban Street:	East Middle R			
Direction of Travel:				
	Mohave County	7. AZ		
Analysis Year:	2025	,		
Project ID: Golden Val		ster Traff	c Study	
_			_	
	Traffic (Characteria	stics	
Annual average daily tr	affic AADT	8500	vpd	
Planning analysis hour		0.090	νρα	
Directional distribution	•	0.500		
Peak-hour factor, PHF	AI IGCCOI, D	0.900		
Adjusted saturation flo	w rate	1800	pcphgpl	
Percent turns from excl		50	%	
referre carns from exci	daive lanes	50		
	Roadway Cha	racterist	.cs	······································
Number of through lanes	one direction	on, N 2		
Free flow speed, FFS		. 30	mph	
Urban class		3		
Section length		1.40	miles	
Median		No		
Left-turn bays		No		
_				
	Odama I Ohan		_	
	Signal Char	racteristic	.s	
Signalized intersection		acteristic	:s	
Arrival type, AT	s		:s	
	s	2	:s	
Arrival type, AT	s	2 3	ss	
Arrival type, AT Signal type $(k = 0.5 \text{ fo})$	s or planning)	2 3 Actuated		
Arrival type, AT Signal type (k = 0.5 fc Cycle length, C	s or planning)	2 3 Actuated 90.0 0.600		
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio,	er planning) g/C Resu	2 3 Actuated 90.0 0.600	sec	
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C Effective green ratio, Annual average daily tr	er planning) g/C Resu	2 3 Actuated 90.0 0.600	sec	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume	er planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts 8500 765	sec vpd vph	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volu	er planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts 8500 765 382	sec vpd vph vph	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min.	er planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts 8500 765 382 212	sec vpd vph	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time	er planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts	sec vpd vph vph	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio	er planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts	sec vpd vph vph vph v	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity	er planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts	sec vpd vph vph vph v	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	er planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts	sec vpd vph vph vph v	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	er planning) g/C Resuraffic, AADT me flow rate	2 3 Actuated 90.0 0.600 alts	sec vpd vph vph vph v	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact	er planning) g/C Resuraffic, AADT me flow rate	2 3 Actuated 90.0 0.600 Alts 8500 765 382 212 168.0 0.12 1726 1.000 7.8 0.997	vpd vph vph v sec vph	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay	er planning) g/C Resuraffic, AADT me flow rate	2 3 Actuated 90.0 0.600 Alts 8500 765 382 212 168.0 0.12 1726 1.000 7.8 0.997 0.1	vpd vph vph v sec vph	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay Control delay	er planning) g/C Resuraffic, AADT me flow rate	2 3 Actuated 90.0 0.600 Alts 8500 765 382 212 168.0 0.12 1726 1.000 7.8 0.997	vpd vph vph v sec vph sec	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay Control delay Total travel speed, Sa	er planning) g/C Resuraffic, AADT me flow rate	2 3 Actuated 90.0 0.600 Alts 8500 765 382 212 168.0 0.12 1726 1.000 7.8 0.997 0.1	vpd vph vph v sec vph sec	
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay Control delay	er planning) g/C Resuraffic, AADT me flow rate	2 3 Actuated 90.0 0.600 Alts 8500 765 382 212 168.0 0.12 1726 1.000 7.8 0.997 0.1 7.9	vpd vph vph vph v sec vph sec sec sec/v	

Hualapai Drive Extension

	PLANNI	NG ANALYSI	S		
Analyst: Ko	ndala Rao M				
	anley Consu		ıC		
	9/2006				
Analysis Time Period: P.	M. Peak Hou	r			
Urban Street: Hu	alapai Driv	e Extensio	n		
Direction of Travel:					
Jurisdiction: Mo	have County	, AZ			
Analysis Year: 20%	25				
Project ID: Golden Valle	y Ranch Mas	ter Traffi	c Study		
	Traffic C	haracteris	tics		
Annual average daily traf	eia aadm	12000	a		
Planning analysis hour fac		13000 0.090	vpd		
Directional distribution	factor D	0.500			
Peak-hour factor, PHF	Luctor, D	0.900			
Adjusted saturation flow:	rate	1800	pcphgpl		
Percent turns from exclus		50	8 Fob.:35r		
			-		
	Roadway Cha	racteristi	cs		
Number of through lanes or	ne directio	n, N 2			
Free flow speed, FFS		30	mph		
Urban class		3	_		
Section length		2.20	mil	es	
Median		No			
		NO			
Left-turn bays		No			
<u>-</u>	Signal Char	No	s		
-	Signal Char	No acteristic	s		···
Signalized intersections	Signal Char	No acteristic 2	s		
Signalized intersections Arrival type, AT		No acteristic 2 3	s		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for p		No acteristic 2 3 Actuated			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for particular type)	olanning)	No acteristic 2 3 Actuated 90.0	ss		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for p	olanning)	No acteristic 2 3 Actuated			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for particular type)	olanning)	No acteristic 2 3 Actuated 90.0 0.600			
Signalized intersections Arrival type, AT Signal type (k = 0.5 for processed for proce	olanning) CResu	No acteristic 2 3 Actuated 90.0 0.600	sec		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for processed for proce	olanning) CResu	No acteristic 2 3 Actuated 90.0 0.600 lts 13000	sec		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for processed for proce	olanning) CResu	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170	sec vpd vph		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for processed for proce	olanning) CResu Eic, AADT	No acteristic 2 3 Actuated 90.0 0.600 lts 13000	sec vpd vph vph		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for processed for proce	olanning) CResu Eic, AADT	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585	sec vpd vph		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for processing type) Cycle length, C Effective green ratio, g/o Annual average daily traff Two-way hourly volume Hourly directional volume Through-volume 15-min. flo	olanning) CResu Eic, AADT	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585 325	sec vpd vph vph vph v		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for processing type) Signal type (k = 0.5 for processing type) Signal type (k = 0.5 for processing type) Cycle length, C Effective green ratio, g/o Annual average daily traff Two-way hourly volume Hourly directional volume Through-volume 15-min. flo Running time	olanning) CResu Eic, AADT	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585 325 264.0	sec vpd vph vph vph v		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for processing type) Cycle length, C Effective green ratio, g/o Annual average daily traff Two-way hourly volume Hourly directional volume Through-volume 15-min. flo Running time v/c ratio	olanning) CResu Eic, AADT	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585 325 264.0 0.19	vpd vph vph vph v		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for procession) Cycle length, C Effective green ratio, g/o Annual average daily traff Two-way hourly volume Hourly directional volume Through-volume 15-min. flo Running time v/c ratio Through capacity Progression factor, PF Uniform delay	olanning) Resu Fic, AADT ow rate	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585 325 264.0 0.19 1726	vpd vph vph vph v		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for procession) Cycle length, C Effective green ratio, g/o Annual average daily traff Two-way hourly volume Hourly directional volume Through-volume 15-min. flo Running time v/c ratio Through capacity Progression factor, PF	olanning) Resu Fic, AADT ow rate	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585 325 264.0 0.19 1726 1.000	vpd vph vph v sec vph		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for procession) Cycle length, C Effective green ratio, g/o Annual average daily traff Two-way hourly volume Hourly directional volume Through-volume 15-min. flo Running time v/c ratio Through capacity Progression factor, PF Uniform delay	olanning) Resu Fic, AADT ow rate	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585 325 264.0 0.19 1726 1.000 8.1	vpd vph vph v sec vph		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for procession of type) Signal type (k = 0.5 for procession of type) Annual average daily trafform two-way hourly volume Hourly directional volume Through-volume 15-min. flow Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor	olanning) Resu Fic, AADT ow rate	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585 325 264.0 0.19 1726 1.000 8.1 0.990	vpd vph vph v sec vph sec		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for procession of type) Annual average daily trafficulty directional volume Hourly directional volume Through-volume 15-min. flow Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, Incremental delay	olanning) Resu Fic, AADT ow rate	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585 325 264.0 0.19 1726 1.000 8.1 0.990 0.2	vpd vph vph v sec vph sec		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for procession of type) Annual average daily trafficulty directional volume Hourly directional volume Through-volume 15-min. flow Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, Incremental delay Control delay	olanning) Resu Fic, AADT ow rate	No acteristic 2 3 Actuated 90.0 0.600 lts 13000 1170 585 325 264.0 0.19 1726 1.000 8.1 0.990 0.2 8.4	vpd vph vph v sec vph sec sec sec/v		

Indian Wells Road Extension

PLANN	ING ANALYS	IS
Analyst: Kondala Rao I	Mantri	
Agency/Co.: Stanley Const	ıltants, Ir	ac
Date Performed: 5/9/2006		
Analysis Time Period: P.M. Peak Hor	ır	
Urban Street: Indian Wells	Road Exter	nsion
Direction of Travel:		
Jurisdiction: Mohave County	y, AZ	
Analysis Year: 2025	•	
Project ID: Golden Valley Ranch Mas	ster Traffi	ic Study
•		-
Traffic (Characteris	stics
Annual average daily traffic, AADT	8000	vpd
Planning analysis hour factor, K	0.090	· F ·
Directional distribution factor, D	0.500	
Peak-hour factor, PHF	0.900	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	8 50511351
	30	
Roadway Cha	aracteristi	lcs
Number of through lanes one direction	on, N 2	
Free flow speed, FFS	30	mph
Urban class	3	mph
Section length	1.30) miles
Median	No	, miles
Left-turn bays	No	
Left-turn bays	NO	
Signal Char	racteristic	es
Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	90.0	sec
Effective green ratio, g/C	0.600	Bec
nifective green facto, g/c	0.000	
Resu	ılts	
Annual average daily traffic, AADT	8000	vpd
Two-way hourly volume	720	vph
Hourly directional volume	360	vph
Through-volume 15-min. flow rate	200	v pii
Running time	156.0	sec
v/c ratio		sec
Through capacity	0.12 1726	ımb
Progression factor, PF		vph
Uniform delay	1.000 7.7	sog
-		sec
Filtering/metering factor, I	0.997	909
Incremental delay	0.1	sec
Control delay	7.9	sec/v
Total travel speed, Sa Total urban street LOS	27.2	mph
TOTAL MIDAN SCIENT LOS	В	

Mobile Road Extension

	PLANNI	NG ANALYSI	S	
Analyst:	Kondala Rao M	Mantri		
Agency/Co.:	Stanley Consu	ıltants. In	C	
Date Performed:	5/9/2006			-
Analysis Time Period:	P.M. Peak Hou	ır		
Urban Street:	Mobile Road E	Extension		
Direction of Travel:				
Jurisdiction:	Mohave County	. AZ		
Analysis Year:	2025	,		
Project ID: Golden Va		ster Traffi	c Study	
and the second second				
p. 11. 11. 11. 11. 11. 11. 11. 11. 11. 1	Traffic (Characteris	tics	
Annual arrayan dailir t	maffia AADT	20000	rmd	
Annual average daily to		20000	vpd	
Planning analysis hour		0.090		
Directional distribution	on ractor, D	0.500		
Peak-hour factor, PHF		0.900	1 2	
Adjusted saturation flo		1800	pcphgpl	
Percent turns from exc	lusive lanes	50	8	
	Roadway Cha	aracteristi	cs	
Number of through lane	s one directio		_	
Free flow speed, FFS		35	mph	
Urban class		3		
Section length		0.70	miles	
Median		No		
Left-turn bays		No		
Left-turn bays	Signal Char		s	
Left-turn bays	Signal Char		s	
Left-turn bays Signalized intersection	_		s	
	_	racteristic	s	
Signalized intersection	ns	racteristic	s	
Signalized intersection	ns	racteristic 2 3	ss	
Signalized intersection Arrival type, AT Signal type (k = 0.5 fe	ns or planning)	racteristic 2 3 Actuated		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C	or planning)	2 3 Actuated 90.0 0.600		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C	ns or planning)	2 3 Actuated 90.0 0.600		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio,	ns or planning) g/CResu	cacteristic 2 3 Actuated 90.0 0.600	sec	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to	ns or planning) g/CResu	cacteristic 2 3 Actuated 90.0 0.600 alts	sec	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume	ns or planning) g/C Resu	acteristic 2 3 Actuated 90.0 0.600 alts 20000 1800	sec vpd vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume	ns or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts 20000 1800 900	sec vpd vph vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to two-way hourly volume Hourly directional volume Through-volume 15-min.	ns or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500	sec vpd vph vph vph v	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time	ns or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3	sec vpd vph vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio	ns or planning) g/C Resuraffic, AADT	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3 0.29	vpd vph vph vph v	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3 0.29 1726	sec vpd vph vph vph v	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3 0.29 1726 1.000	vpd vph vph v sec vph	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3 0.29 1726 1.000 8.7	vpd vph vph vph v	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3 0.29 1726 1.000 8.7 0.967	vpd vph vph v sec vph sec	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3 0.29 1726 1.000 8.7 0.967 0.4	vpd vph vph v sec vph sec	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to two-way hourly volume Hourly directional volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3 0.29 1726 1.000 8.7 0.967	vpd vph vph v sec vph sec	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering fact Incremental delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3 0.29 1726 1.000 8.7 0.967 0.4	vpd vph vph v sec vph sec	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to two-way hourly volume Hourly directional volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor Incremental delay Control delay	ns or planning) g/C Resuraffic, AADT ume flow rate	2 3 Actuated 90.0 0.600 alts 20000 1800 900 500 75.3 0.29 1726 1.000 8.7 0.967 0.4 9.1	vpd vph vph v sec vph sec sec sec sec/v	

Ramada Road Extension

	PLANNI	NG ANALYS	SIS	
Analyst: Konda	.la Rao M	Mantri		
Agency/Co.: Stanl	ey Consu	ltants.	Inc	
Date Performed: 5/9/2	006			
Analysis Time Period: P.M.	Peak Hou	r		
Urban Street: Ramad	la Road E	xtension		
Direction of Travel:				
Jurisdiction: Mohav	e County	, AZ		
Analysis Year: 2025				
Project ID: Golden Valley R	anch Mas	ter Traf:	fic Stud	dy
Ti.	raffic C	haracter:	istics	
Annual average daily traffic	, AADT	15000	vpd	
Planning analysis hour facto	r, K	0.090	_	
Directional distribution fac		0.500		
Peak-hour factor, PHF		0.900		
Adjusted saturation flow rat	e	1800	pcph	lap
Percent turns from exclusive		50	8	51 –
Roa	dway Cha	racteris	tics	
Number of through lanes one	directio	n, N 2		
Free flow speed, FFS	44400040	35		mph
Urban class		3		<u>D</u> 11
Section length		2.4	40	miles
Median		No		112200
Left-turn bays		No		
<u>-</u>				
Sig	nal Char	acterist	ics	
Signalized intersections		2		
Arrival type, AT		3		
Signal type (k = 0.5 for pla	nning)	Actuate	d	
Cycle length, C		90.0	sec	
Effective green ratio, g/C		0.600		
, g, c				
	Resu	lts		
Annual average daily traffic	. AADT	15000	vpd	
Two-way hourly volume	,	1350	vph	
Hourly directional volume		675	vph	
Through-volume 15-min. flow	rate	375	v	
Running time		246.9	sec	
v/c ratio		0.22	500	
Through capacity		1726	vph	
Progression factor, PF		1.000	v p	
Uniform delay		8.3	sec	
Filtering/metering factor, I		0.985	DEC	
Incremental delay		0.3	sec	
Control delay		8.6	sec/s	ur.
-				v
Total urban street IOS		32.7	mph	
Total urban street LOS		A		

Sacramento Road Extension

PLA	NNING ANALYS	ris
Analyst: Kondala Ra		
· · ·	nsultants, I	nc
Date Performed: 5/9/2006		
Analysis Time Period: P.M. Peak	Hour	
_	Road Extens	ion
Direction of Travel:		
Jurisdiction: Mohave Cou	nty, AZ	
Analysis Year: 2025		
Project ID: Golden Valley Ranch	Master Traff	ic Study
-		-
ırarıı	c Characteri	stics
Annual average daily traffic, AAD	T 33000	vpđ
Planning analysis hour factor, K	0.090	
Directional distribution factor,	D 0.500	
Peak-hour factor, PHF	0.900	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lane	ສ 50	8
Roadway	Characterist	ics
Number of through lanes one direct	tion, N 3	
Free flow speed, FFS	45	mph
Urban class	2	•
Section length	1.1	0 miles
Median	Yes	1
Left-turn bays	Yes	
-		
signal C	haracteristi	CS
Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning) Actuated	
Cycle length, C	90.0	sec
Effective green ratio, g/C	0.600	
-		
R	esults	
Annual average daily traffic, AAD	T 33000	vpd
Two-way hourly volume	2970	vph
Hourly directional volume	1485	vph
Through-volume 15-min. flow rate	825	v
Running time	95.9	sec
v/c ratio	0.25	
Through capacity	3240	vph
Progression factor, PF	1.000	# ***
Uniform delay	8.5	sec
Filtering/metering factor, I	0.977	
Incremental delay	0.2	sec
Control delay	8.7	sec/v
Total travel speed, Sa	35.0	mph
Total urban street LOS	35.0 B	mpst.
TOTAL ALDAM BOLOGO HOD	, c	

TC Connector

PLANN:	ING ANALYSI	rs .
Analyst: Kondala Rao I	Mantri	
Agency/Co.: Stanley Const	ultants, Ir	nc
Date Performed: 5/9/2006		
Analysis Time Period: P.M. Peak Ho	ır	
Urban Street: TC Connecter		
Direction of Travel:	. 7.67	
Jurisdiction: Mohave County Analysis Year: 2025	Y, AZ	
Project ID: Golden Valley Ranch Mag	ster Traffi	c Study
· ·		•
rraffic (Characteris	stics
Annual average daily traffic, AADT	24500	vpd
Planning analysis hour factor, K	0.090	
Directional distribution factor, D	0.500	
Peak-hour factor, PHF	0.900	, ,
Adjusted saturation flow rate Percent turns from exclusive lanes	1800	pcphgpl
Percent turns from exclusive lanes	50	8
Roadway Cha	aracteristi	lcs
Number of through lanes one direction	on, N 2	
Free flow speed, FFS	30	mph
Urban class	3	
Section length	1.30) miles
Median	No	
Left-turn bays	No	
Signal Char	racteristic	es
Signalized intersections	2	
Arrival type, AT	3	
Signal type (k = 0.5 for planning) Cycle length, C	Actuated 90.0	sec
Effective green ratio, g/C	0.600	aec
	0.000	
Resi	ılts	
Annual average daily traffic, AADT	24500	vpd
Two-way hourly volume	2205	vph
Hourly directional volume	1102	vph
Through-volume 15-min. flow rate	612	v
Running time	156.0	sec
v/c ratio	0.35	
Through capacity	1726	vph
Progression factor, PF	1.000	
Uniform delay	9.1	sec
Filtering/metering factor, I	0.943	202
Incremental delay Control delay	0.5 9.7	sec sec/v
Total travel speed, Sa	9.7 26.7	mph
Total urban street LOS	26.7 B	mP11

West Loop Road

PLANN	ING ANALYSI	IS	
Analyst: Kondala Rao			_
Agency/Co.: Stanley Cons	ult		
Date Performed: 5/9/2006			
Analysis Time Period: P.M. Peak Ho	ur		
Urban Street: West Loop Ro	ad		
Direction of Travel:			
Jurisdiction: Mohave Count	y, AZ		
Analysis Year: 2025			
Project ID: Golden Valley Ranch Ma	ster Traffi	ic Study	
Traffic	Characteris	stics	_
A1 4-/1		_	
Annual average daily traffic, AADT	20000	vpd	
Planning analysis hour factor, K Directional distribution factor, D	0.090		
Peak-hour factor, PHF	0.500 0.900		
Adjusted saturation flow rate	1800	pcphgpl	
Percent turns from exclusive lanes	50	& bebught	
refeele caring from exclusive falles	50	•	
Roadway Ch	aracteristi	ics	_
Number of through lanes one directi	on, N 2		
Free flow speed, FFS	35	mph	
Urban class	2		
Section length	3.20	O miles	
Median	Yes		
Left-turn bays			
merc-curii Daya	Yes		
-		28	
-	Yes racteristic	C8	_
-		≘8	_
Signal Cha Signalized intersections Arrival type, AT	racteristic	CS	_
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning)	racteristic 2	CS	_
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C	racteristic 2 3	CSSec	_
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning)	racteristic 2 3 Actuated		_
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	racteristic 2 3 Actuated 90.0		_
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/CRes	racteristic 2 3 Actuated 90.0 0.600 ults	sec	
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/CRes Annual average daily traffic, AADT	racteristic 2 3 Actuated 90.0 0.600 ults 20000	sec	
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/CRes Annual average daily traffic, AADT Two-way hourly volume	racteristic 2 3 Actuated 90.0 0.600 ults 20000 1800	sec vpd vph	
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume	racteristic 2 3 Actuated 90.0 0.600 ults 20000 1800 900	vpd vph vph	
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate	2 3 Actuated 90.0 0.600 ults 20000 1800 900 500	vpd vph vph vph v	
	2 3 Actuated 90.0 0.600 ults 20000 1800 900 500 329.1	vpd vph vph	
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600 ults 20000 1800 900 500 329.1 0.23	vpd vph vph vph v	
	2 3 Actuated 90.0 0.600 ults 20000 1800 900 500 329.1 0.23 2160	vpd vph vph vph v	
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600 ults 20000 1800 900 500 329.1 0.23 2160 1.000	vpd vph vph v sec vph	
	2 3 Actuated 90.0 0.600 ults 20000 1800 900 500 329.1 0.23 2160 1.000 8.4	vpd vph vph vph v	
Signal Cha Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600 ults 20000 1800 900 500 329.1 0.23 2160 1.000 8.4 0.982	vpd vph vph v sec vph	
Signal Charles Signal Charles Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	2 3 Actuated 90.0 0.600 ults 20000 1800 900 500 329.1 0.23 2160 1.000 8.4 0.982 0.2	sec vpd vph vph vph v sec vph sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	2 3 Actuated 90.0 0.600 ults	vpd vph vph v sec vph sec vph sec	
Signal Charles Signal Charles Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Res Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	2 3 Actuated 90.0 0.600 ults 20000 1800 900 500 329.1 0.23 2160 1.000 8.4 0.982 0.2	sec vpd vph vph vph v sec vph sec	

2040 Results

HCS Arterial Planning Results – 2040 P.M. Peak Hour

Exterior Roadways

Aquarius Drive

	בות אות אום	וארי אאיאד עפיד	· a		
Analyst:	Kondala Rao N	ING ANALYSI Mantri			-
Agency/Co.:	Stanley Const		n.a.		
Date Performed:	5/9/2006	ircance, in	ic		
Analysis Time Period:	P.M. Peak Hou	ır			
Urban Street:	Aquarius Driv				
Direction of Travel:	Aquarras Driv	,			
Jurisdiction:	Mohave County	z 1\17.			
Analysis Year:	2040	, A2			
Project ID: Golden Va		ster Traffi	c Stud	łv	
				-1	
	Trairie (Characteris	cics_		
Annual average daily t	raffic, AADT	28000	vpd		
Planning analysis hour	factor, K	0.090			
Directional distributi	on factor, D	0.500			
Peak-hour factor, PHF		0.900			
Adjusted saturation fl		1800	pcpho	gpl	
Percent turns from exc	lusive lanes	50	ક		
	Roadway Cha	ıracteristi	.Cs		
Worker of through Jane		N O		-	
Number of through lane Free flow speed, FFS	s one direction	on, N 2 40		mak	
Urban class		2		mph	
Section length		4.60		miles	
		4.00	,	mrres	
Median		NΩ			
Median Left-turn bays		No Yes			
Median Left-turn bays		No Yes			
	Signal Char	Yes	ະສ		
Left-turn bays		Yes	:s		
Left-turn bays Signalized intersection		Yes acteristic	:s		
Left-turn bays Signalized intersection Arrival type, AT	ns	Yes racteristic 2	:s		
Left-turn bays Signalized intersection	ns	Yes racteristic 2 3	s <u> </u>		
Left-turn bays Signalized intersection Arrival type, AT Signal type (k = 0.5 fe	ns or planning)	Yes racteristic 2 3 Actuated			
Left-turn bays Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C	ns or planning) g/C	Yes facteristic 2 3 Actuated 90.0 0.600			
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio,	ns or planning) g/C Resu	Yes facteristic 2 3 Actuated 90.0 0.600	sec		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to	ns or planning) g/C Resu	Yes cacteristic 2 3 Actuated 90.0 0.600	sec		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume	ns or planning) g/C Resu	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 28000 2520	sec vpd vph		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume	ns or planning) g/C Resuraffic, AADT	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 28000 2520 1260	sec vpd vph vph		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min.	ns or planning) g/C Resuraffic, AADT	Yes Cacteristic 2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700	vpd vph vph vph v		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time	ns or planning) g/C Resuraffic, AADT	Yes cacteristic 2 3 Actuated 90.0 0.600 alts 28000 2520 1260 700 414.0	sec vpd vph vph		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio	ns or planning) g/C Resuraffic, AADT	Yes facteristic 2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34	vpd vph vph vph v		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity	ns or planning) g/C Resuraffic, AADT	Yes facteristic 2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050	vpd vph vph vph v		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	ns or planning) g/C Resuraffic, AADT	Yes facteristic 2 3 Actuated 90.0 0.600 81ts 28000 2520 1260 700 414.0 0.34 2050 1.000	vpd vph vph v sec vph		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	ns or planning) g/C Resuraffic, AADT ume flow rate	Yes facteristic 2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1	vpd vph vph vph v		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor	ns or planning) g/C Resuraffic, AADT ume flow rate	Yes facteristic 2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1 0.949	vpd vph vph v sec vph		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor for the progression factor for the progres	ns or planning) g/C Resuraffic, AADT ume flow rate	Yes facteristic 2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1 0.949 0.4	vpd vph vph v sec vph sec		
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor for the progression factor for the progres	ns or planning) g/C Resuraffic, AADT ume flow rate	Yes cacteristic 2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1 0.949 0.4 9.5	vpd vph vph v sec vph sec sec	7	
Signalized intersection Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor for the progression factor for the progres	ns or planning) g/C Resuraffic, AADT ume flow rate	Yes facteristic 2 3 Actuated 90.0 0.600 Alts 28000 2520 1260 700 414.0 0.34 2050 1.000 9.1 0.949 0.4	vpd vph vph v sec vph sec	7	

Aztec Road

	PLANNI	NG ANALYSI	s	
Analyst:	Kondala Rao M			
Agency/Co.:	Stanley Consu	ıltants, Ir	ıc.	
Date Performed:	5/9/2006			
Analysis Time Period:	P.M. Peak Hou	ır		
Urban Street:	Aztec Road			
Direction of Travel:				
Jurisdiction:	Mohave County	, AZ		
Analysis Year:	2040			
Project ID: Golden Va	lley Ranch Mas	ster Traffi	.c Study	
	Traffic C	haracteris	tics	
	551		-	
Annual average daily to	•	46000	vpd	
Planning analysis hour		0.090		
Directional distribution	on factor, D	0.500		
Peak-hour factor, PHF		0.900		
Adjusted saturation flo		1800	pcphgpl	
Percent turns from exc	lusive lanes	50	8	
	Roadway Cha	racteristi	.cs	
Number of through lane	s one directio	on, N 3		
Free flow speed, FFS	b one direction	45	mph	
Urban class		2	щри	
Section length		4.40	miles	
Median		Yes		
Left-turn bays		Yes		
·	Signal Char	acteristic	·s	
	019.101 0.101	accer i bei	.b	
Signalized intersection	ns	2		
Arrival type, AT		3		
Signal type $(k = 0.5 fc)$	or planning)	Actuated		
Cycle length, C		90.0	sec	
Effective green ratio,	g/C	0.600		
	Resu	ılts		
		4.50.50		
Annual average daily to	rairic, AADT	46000	vpd	
Two-way hourly volume		4140	vph	
Hourly directional volu		2070	vph	
Through-volume 15-min.	flow rate	1150	V	
Running time		352.0	sec	
v/c ratio		0.35	- 1-	
Through capacity		3240	vph	
Progression factor, PF		1.000	202	
Uniform delay		9.1	sec	
Filtering/metering fact	cor, 1	0.943	~~~	
Incremental delay		0.3	sec	
Control delay		9.4	sec/v	
Total travel speed, Sa Total urban street LOS		42.7	mph	
Total minam street DOS		A		

Bacobi Road

PI	ANNING ANALYS	IS	
	lao Mantri		
	onsultants, I	nc	
Date Performed: 5/9/2006			
Analysis Time Period: P.M. Peak	Hour		
Urban Street: Bacobi Ro	ađ		
Direction of Travel:			
Jurisdiction: Mohave Co	unty, AZ		
Analysis Year: 2040			
Project ID: Golden Valley Ranch	Master Traff	ic Study	
Traff	ic Characteri	stics	
2		•	
Annual average daily traffic, AA		vpd	
Planning analysis hour factor, K			
Directional distribution factor,			
Peak-hour factor, PHF	0.900		
Adjusted saturation flow rate Percent turns from exclusive lan	1800	pcphgpl	
refeelt turns from exclusive fan	es 50	%	
Roadway	Characterist	ics	
Number of through lanes one dire	ction, N 2		
Free flow speed, FFS	45	mph	
Urban class	2	щри	
Section length	4.4	0 miles	
Median	Yes		
Left-turn bays	Yes		
Left-turn bays			
-	Yes Characteristi		
Signal	Characteristi		
Signal Signalized intersections			
Signal Signalized intersections Arrival type, AT	Characteristi 2 3	cs	
Signal Signalized intersections	Characteristi 2 3	cs	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning	Characteristi 2 3 g) Actuated	CS	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for plannin Cycle length, C Effective green ratio, g/C	Characteristi 2 3 g) Actuated 90.0 0.600	CS	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for plannin Cycle length, C Effective green ratio, g/C	Characteristi 2 3 g) Actuated 90.0	CS	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for plannin Cycle length, C Effective green ratio, g/C	Characteristi 2 3 g) Actuated 90.0 0.600 Results	CS	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for plannin Cycle length, C Effective green ratio, g/C	Characteristi 2 3 g) Actuated 90.0 0.600 Results	cssec	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for plannin Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000	sec vpd	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710	sec vpd vph	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for plannin Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710	sec vpd vph vph	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for plannin Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710 950	sec vpd vph vph vph	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710 950 352.0	sec vpd vph vph vph	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710 950 352.0 0.44	sec vpd vph vph vph v sec	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710 950 352.0 0.44 2160	sec vpd vph vph vph v sec	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710 950 352.0 0.44 2160 1.000	sec vpd vph vph vph v	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710 950 352.0 0.44 2160 1.000 9.8	sec vpd vph vph vph v	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710 950 352.0 0.44 2160 1.000 9.8 0.899	sec vpd vph vph v sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710 950 352.0 0.44 2160 1.000 9.8 0.899 0.6	sec vpd vph vph v sec vph	
Signal Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning Cycle length, C Effective green ratio, g/C Annual average daily traffic, AA Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	Characteristi 2 3 g) Actuated 90.0 0.600 Results DT 38000 3420 1710 950 352.0 0.44 2160 1.000 9.8 0.899 0.6 10.4	sec vpd vph vph v sec vph sec vph	

Colorado Road

	PLANNI	NG ANALYS	IS
Analyst:	Kondala Rao M		
	Stanley Consu		nc
	5/9/2006		
	P.M. Peak Hou	r	
Urban Street:	Colorado Road		
Direction of Travel:	COLOTAGO MOGO	•	
	Mohave County	. 7.7	
	2040	, AL	
Project ID: Golden Val		tor Troff	ia Chudu
rioject ib. Golden val	rey kanen mas	cer marr	ic study
·	Traffic (haracteri	stics
Annual average daily tr	affia AADT	22000	rmd
Planning analysis hour	•	22000	vpd
Directional distribution		0.090	
Peak-hour factor, PHF	il lactor, D	0.500	
		0.900	
Adjusted saturation flo		1800	pcphgpl
Percent turns from excl	usive lanes	50	&
	Roadway Cha	.racterist	ics
Number of through lanes	one direction	•	
Free flow speed, FFS		45	mph
Urban class		2	<u> </u>
Section length		4.6	
Median		Yes	
Left-turn bays		Yes	
	Signal Char	acteristi	CS
Signalized intersection			
	S	2	
Arrival type, AT	.s	2 3	
Arrival type, AT Signal type (k = 0.5 fo			
		3	sec
Signal type (k = 0.5 fo	r planning)	3 Actuated	
Signal type (k = 0.5 fo Cycle length, C	r planning) g/C	3 Actuated 90.0 0.600	
Signal type (k = 0.5 fo Cycle length, C	r planning)	3 Actuated 90.0 0.600	
Signal type (k = 0.5 fo Cycle length, C	r planning) g/C Resu	3 Actuated 90.0 0.600	sec
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr	r planning) g/C Resu	3 Actuated 90.0 0.600	
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume	r planning) g/CResu affic, AADT	3 Actuated 90.0 0.600 lts	vpd vph
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr	r planning) g/CResu affic, AADT me	3 Actuated 90.0 0.600 lts	vpd vph vph
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tr Two-way hourly volume Hourly directional volume Through-volume 15-min.	r planning) g/CResu affic, AADT me	3 Actuated 90.0 0.600 1ts	vpd vph vph vph
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tropology tropology to the Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time	r planning) g/CResu affic, AADT me	3 Actuated 90.0 0.600 1ts 22000 1980 990 550 368.0	vpd vph vph
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tropology to the Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio	r planning) g/CResu affic, AADT me	3 Actuated 90.0 0.600 1ts 22000 1980 990 550 368.0 0.25	vpd vph vph v sec
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tropology to the Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity	r planning) g/CResu affic, AADT me	3 Actuated 90.0 0.600 lts 22000 1980 990 550 368.0 0.25 2160	vpd vph vph vph
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tropy tropy to the companient of the cycle and the cycle ratio through capacity progression factor, PF	r planning) g/CResu affic, AADT me	3 Actuated 90.0 0.600 1ts 22000 1980 990 550 368.0 0.25 2160 1.000	vpd vph vph v sec vph
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tropy tropy to the companient of the cycle and the cycle ratio of the cycle apacity progression factor, PF Uniform delay	r planning) g/CResu affic, AADT me flow rate	3 Actuated 90.0 0.600 lts 22000 1980 990 550 368.0 0.25 2160 1.000 8.5	vpd vph vph v sec
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tropy tropy to the companient of the cycle and the cycle	r planning) g/CResu affic, AADT me flow rate	3 Actuated 90.0 0.600 lts 22000 1980 990 550 368.0 0.25 2160 1.000 8.5 0.977	vpd vph vph v sec vph
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tropy tropy to the cycle and	r planning) g/CResu affic, AADT me flow rate	3 Actuated 90.0 0.600 lts 22000 1980 990 550 368.0 0.25 2160 1.000 8.5 0.977 0.3	vpd vph vph v sec vph sec
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tropy tropy tropy to the cycle and the cyc	r planning) g/CResu affic, AADT me flow rate	3 Actuated 90.0 0.600 lts 22000 1980 990 550 368.0 0.25 2160 1.000 8.5 0.977 0.3 8.8	vpd vph vph v sec vph sec vph
Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily tropy tropy to the cycle and	r planning) g/CResu affic, AADT me flow rate	3 Actuated 90.0 0.600 lts 22000 1980 990 550 368.0 0.25 2160 1.000 8.5 0.977 0.3	vpd vph vph v sec vph sec

Sacramento Road

PLANN	ING ANALYS	IS			
Analyst: Kondala Rao		· · · · · · · · · · · · · · · · · · ·			
Agency/Co.: Stanley Consultants, Inc					
Date Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Ho					
Urban Street: Sacramento R					
Direction of Travel:					
Jurisdiction: Mohave Count	y, AZ				
Analysis Year: 2040					
Project ID: Golden Valley Ranch Ma	ster Traffi	ic Study			
Traffic	Characteris	stics			
		_			
Annual average daily traffic, AADT	21000	vpd			
Planning analysis hour factor, K	0.090				
Directional distribution factor, D	0.500				
Peak-hour factor, PHF	0.900	17			
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lanes	50	%			
Roadway Ch	aracteristi	.cs			
Number of through lanes one directi	on, N 2				
Free flow speed, FFS	011, N 2 40	mph			
Urban class	2	шри			
Section length	5.00) miles			
Median	Yes	. maxob			
Left-turn bays	Yes				
Signal Cha	ractoristic	10			
	racteristic	-D			
Signalized intersections	2				
Arrival type, AT	3				
Signal type $(k = 0.5 \text{ for planning})$	Actuated				
Cycle length, C	90.0	sec			
Effective green ratio, g/C	0.600				
Res	ults				
Annual average daily traffic, AADT	21000	vpd			
Two-way hourly volume	1890	vph			
Hourly directional volume	945	vph			
Through-volume 15-min. flow rate	525	v			
Running time	450.0	sec			
v/c ratio	0.24				
Through capacity	2160	vph			
Progression factor, PF	1.000				
Uniform delay	8.4	sec			
Filtering/metering factor, I	0.979				
Incremental delay	0.3	sec			
Control delay	8.7	sec/v			
Total urban street LOS	38.5	mph			
Total urban street LOS	A				

Shinarump Drive

PLA	NNING ANALYS	IS		
Analyst: Kondala Rac	o Mantri			
gency/Co.: Stanley Consultants, Inc				
Date Performed: 5/9/2006				
nalysis Time Period: P.M. Peak Hour				
Urban Street: Shinarump 1	Orive			
Direction of Travel:				
Jurisdiction: Mohave Cour	nty, AZ			
Analysis Year: 2040	_			
Project ID: Golden Valley Ranch I	Master Traff:	ic Study		
- "		-		
Traffi	C Characteris	stics		
Annual average daily traffic, AAD	r 28000	vpd		
Planning analysis hour factor, K		· pa		
Directional distribution factor, 1				
Peak-hour factor, PHF	0.900			
Adjusted saturation flow rate	1800	pcphgpl		
Percent turns from exclusive lane		8 bebuahi		
reteelle cultip from exclusive func-	3 30	•		
Roadway	Characterist	ics		
Number of through lanes one direct	tion, N 3			
Free flow speed, FFS	45	mph		
Urban class	2	mpii		
Section length	5.00	0 miles		
Median	Yes			
Left-turn bays	Yes			
Here turn bays	165			
Signal C	naracteristic	cs		
Signalized intersections	2			
Arrival type, AT	3			
Signal type (k = 0.5 for planning)	-			
Cycle length, C	90.0	sec		
Effective green ratio, g/C	0.600			
,,,,,,,,, _	*****			
R	esults			
Annual average daily traffic, AAD	r 28000	vpd		
Two-way hourly volume	2520	vph		
Hourly directional volume	1260	vph		
Through-volume 15-min. flow rate	700	v		
Running time	400.0	sec		
v/c ratio	0.22			
Through capacity	3240	vph		
Progression factor, PF	1.000	* P.1.		
Uniform delay	8.3	sec		
Filtering/metering factor, I	0.985	500		
Incremental delay	0.2	sec		
Control delay	8.4	sec/v		
Total travel speed, Sa		_ •		
tocat craver specu, sa				
Total urban street LOS	43.2 A	mph		

Tombstone Trail

	PLANNI	NG ANALYSI	rs .
Analyst:	Kondala Rao M	Mantri	
Agency/Co.:	Stanley Consu	ıltants, In	nc
Date Performed:	5/9/2006		
Analysis Time Period:	P.M. Peak Hou	ır	
Urban Street:	Tombstone Tra	iil	
Direction of Travel:			
Jurisdiction:	Mohave County	, AZ	
Analysis Year:	2040		
Project ID: Golden Va	lley Ranch Mas	ter Traffi	ic Study
	Traffic (haracteris	stics
	661		
Annual average daily t		11000	vpd
Planning analysis hour		0.090	
Directional distributi	on factor, D	0.500	
Peak-hour factor, PHF		0.900	
Adjusted saturation fl		1800	pcphgpl
Percent turns from exc	lusive lanes	50	8
	Roadway Cha	ıracteristi	ics
Number of through lane	e one directio	on, N 2	
Free flow speed, FFS	s one direction	,, N 2 40	moh
Urban class			mph
Section length		2) miles
Median		8.00) miles
Left-turn bays		Yes Yes	
Herc-curn Days		ies	
	Signal Char	acteristic	es
Signalized intersection	ns	2	
Arrival type, AT		3	
Signal type (k = 0.5 f	or planning)	Actuated	
Cycle length, C	J.	90.0	sec
Effective green ratio,	q/C	0.600	
	3		
	Resu	ılts	
Annual average daily t	raffic, AADT	11000	vpd
Two-way hourly volume		990	vph
Hourly directional vol	ume	495	vph
Through-volume 15-min.	flow rate	275	v
Running time		720.0	sec
v/c ratio		0.13	·
Through capacity		2160	vph
Progression factor, PF	i	1.000	
Uniform delay		7.8	sec
Filtering/metering fac	tor, I	0.996	
Incremental delay	•	0.1	sec
Control delay		7.9	sec/v
Total travel speed, Sa		39.1	mph
Total urban street LOS		A	-

Interior Roadways

Aztec Road Extension

	PLANNI	NG ANALYSI	s			
Analyst:	Kondala Rao M		-			
Agency/Co.:	Stanley Consu	ıltants, In	ıc			
ate Performed: 5/9/2006						
nalysis Time Period: P.M. Peak Hour						
Urban Street:	_					
Direction of Travel:						
Jurisdiction:	Mohave County	. AZ				
Analysis Year:	2040	•				
Project ID: Golden Va		ter Traffi	c Stud	У		
	Traffic C	haracteris	stics			
Annual average daily to	raffia AADT	44000	rmd.			
Planning analysis hour			vpd			
Directional distribution		0.090 0.500				
Peak-hour factor, PHF	on ractor, D	0.900				
Adjusted saturation flo	ou rato	1800	nanha	n I		
Percent turns from exc			pcphg	bī		
Percent turns from exc.	rusive fanes	50	ሄ			
	Roadway Cha	racteristi	cs			
Number of through lane	s one directio	on, N 3				
Free flow speed, FFS		45	1	mph		
Urban class		2		-		
Section length		2.30) 1	miles		
Median		Yes				
Left-turn bays		Yes				
	Signal Char	acteristic	s			
Signalized intersection	ns	2				
Arrival type, AT		3				
Signal type $(k = 0.5 fc)$	or planning)	Actuated				
Cycle length, C		90.0	sec			
Effective green ratio,	g/C	0.600				
	Resu	lts				
Annual average daily t	raffic. AADT	44000	vpd			
Two-way hourly volume	rarric, mbr	3960	vph			
Hourly directional volume	1me	1980	vph			
Through-volume 15-min.		1100	v			
Running time	11011 1400	184.0	sec			
v/c ratio		0.34	BCC			
Through capacity		3240	vph			
Progression factor, PF		1.000	A Par			
		9.0	900			
Uniform delay	or T		sec			
Filtering/metering fact	·U1, 1	0.950	CAC			
Incremental delay		0.3	sec			
Control delay		9.3	sec/v			
Total travel speed, Sa		40.9	mph			
Total urban street LOS		A				

Bacobi Road Extension

PLANN	ING ANALYSI	rs
Analyst: Kondala Rao I		
Agency/Co.: Stanley Cons	ultants, Ir	nc
Date Performed: 5/9/2006		
Analysis Time Period: P.M. Peak Ho		
Urban Street: Bacobi Road	Extension	
Direction of Travel:		
Jurisdiction: Mohave Count	y, AZ	
Analysis Year: 2040		a. 1
Project ID: Golden Valley Ranch Ma	ster Traili	ic study
Traffic	Characteris	stics
Annual average daily traffic, AADT	43000	rand.
Planning analysis hour factor, K	43000 0.090	vpd
Directional distribution factor, D	0.500	
Peak-hour factor, PHF	0.900	
Adjusted saturation flow rate	1800	pcphqpl
Percent turns from exclusive lanes	50	8 bcb113b1
refeele turing from exclusive funes	50	
Roadway Ch	aracteristi	cs
Number of through lanes one direction	on, N 2	
Free flow speed, FFS	35	mph
Urban class	3	mp11
Section length	0.60) miles
Median	No	
Left-turn bays	Yes	
Signal Cha	ragtoristis	10
SIGNAL CHA.	racteristic	
Signalized intersections	2	
Arrival type, AT	3	
Signal type $(k = 0.5 \text{ for planning})$	Actuated	
Cycle length, C	90.0	sec
Effective green ratio, g/C	0.600	
Res	ults	
Annual average daily traffic, AADT	43000	vpd
Two-way hourly volume	3870	vph
Hourly directional volume	1935	vph
Through-volume 15-min. flow rate	1075	v
Running time	67.2	sec
v/c ratio	0.52	_
Through capacity	2050	vph
Progression factor, PF	1.000	
Uniform delay	10.5	sec
Filtering/metering factor, I	0.839	
Incremental delay	0.8	sec ,
Control delay	11.3	sec/v
Total travel speed, Sa	24.0	mph
Total urban street LOS	В	

Centennial Road Extension

	PLANNI	NG ANALYSI	IS		
Analyst: K	ondala Rao M	Mantri			
gency/Co.: Stanley Consultants, Inc					
Date Performed: 5/9/2006					
Analysis Time Period: P	.M. Peak Hou	ır			
Urban Street: C	entennial Ro	ad Extensi	ion		
Direction of Travel:					
	ohave County	. AZ			
	* • • • • • • • • • • • • • • • • • • •				
Project ID: Golden Vall		ter Traffi	ic Study		
	o, nanon nan		ao baway		
	Traffic C	haracteris	stics		
3	cc:				
Annual average daily tra	-	33000	vpd		
Planning analysis hour f		0.090			
Directional distribution	factor, D	0.500			
Peak-hour factor, PHF		0.900			
Adjusted saturation flow		1800	pcphgpl		
Percent turns from exclu	sive lanes	50	8		
	_Roadway Cha	ractoristi	ice		
	_				
Number of through lanes	one directio	n, N 2			
Free flow speed, FFS		35	mph		
Urban class		3			
Section length		1.00	0 miles		
Median		Yes			
Left-turn bays		Yes			
	Signal Char	aatoriatia	aa		
	_Signal Char	acceristic			
Signalized intersections		2			
Arrival type, AT		3			
Signal type $(k = 0.5 \text{ for})$	planning)	Actuated			
Cycle length, C		90.0	sec		
Effective green ratio, g	/C	0.600			
	Pogu	1+0			
	Resu	.1.08			
Annual average daily tra	ffic, AADT	33000	vpd		
Two-way hourly volume		2970	vph		
Hourly directional volum	e	1485	vph		
Through-volume 15-min. f		825	v		
Running time		103.0	sec		
v/c ratio		0.38			
Through capacity		2160	vph		
Progression factor, PF		1.000	. E		
Uniform delay		9.3	sec		
Filtering/metering facto	r. T	0.931			
Incremental delay	-, -	0.5	sec		
			_		
Control delass		0 0	505/17		
Control delay		9.8	sec/v		
Control delay Total travel speed, Sa Total urban street LOS		9.8 29.4 B	sec/v mph		

Cerbat Road Extension

	ING ANALYSI	IS
Analyst: Kondala Rao I		
Agency/Co.: Stanley Const	ultants, Ir	ic
Date Performed: 5/9/2006		
Analysis Time Period: P.M. Peak Ho		
Urban Street: Cerbat Road I	extension	
Direction of Travel:		
Jurisdiction: Mohave County	y, AZ	
Analysis Year: 2040		(- C+4
Project ID: Golden Valley Ranch Mas	ster Traili	ic study
Traffic (Characteris	stics
Annual average daily traffic, AADT	10000	vpd
Planning analysis hour factor, K	0.090	vpa
Directional distribution factor, D	0.500	
Peak-hour factor, PHF	0.900	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	50	8 bcb113b1
referre turns from exclusive fanes	50	•
Roadway Cha	aracteristi	cs
Number of through lanes one direction	on, N 2	
Free flow speed, FFS	35	mph
Urban class	3	
Section length	1.00) miles
Median	No	
	WO	
Left-turn bays	Yes	
Left-turn bays	Yes	36
	Yes	2s
Left-turn bays	Yes	es
Left-turn baysSignal Char	Yes racteristic	cs
Left-turn baysSignal Char Signalized intersections	Yes racteristic 2	25 <u></u>
Left-turn bays Signal Char Signalized intersections Arrival type, AT	Yes racteristic 2 3	cssec
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning)	Yes racteristic 2 3 Actuated	
Signal Char- Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	Yes racteristic 2 3 Actuated 90.0 0.600	
Left-turn bays Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resu	Yes racteristic 2 3 Actuated 90.0	sec
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/CResu	Yes racteristic 2 3 Actuated 90.0 0.600	
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume	Yes racteristic 2 3 Actuated 90.0 0.600	sec
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume	Yes racteristic 2 3 Actuated 90.0 0.600	sec
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate	Yes racteristic 2 3 Actuated 90.0 0.600 alts 10000 900	sec vpd vph
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time	Yes racteristic 2 3 Actuated 90.0 0.600 11ts 10000 900 450 250 103.0	vpd vph vph
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio	Yes racteristic 2 3 Actuated 90.0 0.600 11ts 10000 900 450 250 103.0 0.12	vpd vph vph vph v
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity	Yes racteristic 2 3 Actuated 90.0 0.600 11ts 10000 900 450 250 103.0 0.12 2050	vpd vph vph vph v
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF	Yes racteristic 2 3 Actuated 90.0 0.600 ults 10000 900 450 250 103.0 0.12 2050 1.000	vpd vph vph vph v
Signal Char- Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay	Yes racteristic 2 3 Actuated 90.0 0.600 ults 10000 900 450 250 103.0 0.12 2050 1.000 7.8	vpd vph vph vph v
Signal Char- Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	Yes racteristic 2 3 Actuated 90.0 0.600 11ts 10000 900 450 250 103.0 0.12 2050 1.000 7.8 0.997	vpd vph vph vph v
Signal Char- Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	Yes racteristic 2 3 Actuated 90.0 0.600 11ts 10000 900 450 250 103.0 0.12 2050 1.000 7.8 0.997 0.1	vpd vph vph v sec vph sec vph
Signal Char- Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	Yes racteristic 2 3 Actuated 90.0 0.600 ults 10000 900 450 250 103.0 0.12 2050 1.000 7.8 0.997 0.1 7.9	vpd vph vph v sec vph sec vph
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	Yes racteristic 2 3 Actuated 90.0 0.600 11ts 10000 900 450 250 103.0 0.12 2050 1.000 7.8 0.997 0.1	vpd vph vph v sec vph sec vph
Signal Char- Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resulting Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	Yes racteristic 2 3 Actuated 90.0 0.600 ults 10000 900 450 250 103.0 0.12 2050 1.000 7.8 0.997 0.1 7.9	vpd vph vph v sec vph sec vph

East Loop Road

	PLANNI	NG ANALYSI	:S	
Analyst: Konda	īla Rao M	antri		
Agency/Co.: Stanl	ey Consu	ltants, In	ıc	
ate Performed: 5/9/2006				
nalysis Time Period: P.M. Peak Hour				
Urban Street: East	Loop Roa	d		
Direction of Travel:				
Jurisdiction: Mohav	e County	, AZ		
Analysis Year: 2040				
Project ID: Golden Valley F	Ranch Mas	ter Traffi	.c Study	
	raffic C	haracteris	stics	
31	, 77Dm	27000	4	
Annual average daily traffic		37000	vpd	
Planning analysis hour facto		0.090		
Directional distribution fac	COL, D	0.500 0.900		
Peak-hour factor, PHF Adjusted saturation flow rat		1800	pcphgpl	
Percent turns from exclusive		50	& hchidhi	
refeelt turns from exclusive	: Talles	50	70	
Roa	idway Cha	racteristi	.Cs	
Number of through lanes one	directio	n, N 2		
Free flow speed, FFS		35	mph	
Urban class		2	<u>-</u>	
Section length		3.50) miles	
Median		Yes		
Left-turn bays		Yes		
-	mal Char		29	
-	nal Char	acteristic	es	
-	nal Char		es	
Sig	gnal Char	acteristic	cs	
Signalized intersections		acteristic	cs	
Signalized intersections Arrival type, AT		acteristic	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for pla		acteristic 2 3 Actuated		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for pla Cycle length, C		acteristic 2 3 Actuated 90.0 0.600		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for pla Cycle length, C Effective green ratio, g/C	anning) Resu	acteristic 2 3 Actuated 90.0 0.600	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for pla Cycle length, C Effective green ratio, g/C Annual average daily traffic	anning) Resu	acteristic 2 3 Actuated 90.0 0.600 lts 37000	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for pla Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume	anning) Resu	acteristic 2 3 Actuated 90.0 0.600 lts 37000 3330	sec vpd vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for pla Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume	nning)Resu	acteristic 2 3 Actuated 90.0 0.600 lts 37000 3330 1665	vpd vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for pla Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow	nning)Resu	acteristic 2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925	vpd vph vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for pla Cycle length, C Effective green ratio, g/C Annual average daily traffic Two-way hourly volume Hourly directional volume Through-volume 15-min. flow Running time	nning)Resu	2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925 360.0	vpd vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for place of type (k) = 0.5 for place of type (k) = 0.5 for place of type of ty	nning)Resu	2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925 360.0 0.43	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for place of the control of the c	nning)Resu	2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925 360.0 0.43 2160	vpd vph vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for place of the control of the c	nning)Resu	2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925 360.0 0.43 2160 1.000	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for place of the control of the c	nning) Resu AADT	2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925 360.0 0.43 2160 1.000 9.7	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for place of the content of type) Cycle length, C Effective green ratio, g/C Annual average daily traffication—way hourly volume Hourly directional volume Through-volume 15-min. flow Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	nning) Resu AADT	2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925 360.0 0.43 2160 1.000 9.7 0.906	vpd vph vph v sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for place of type (k) = 0.5 for place of type (k) = 0.5 for place of type of ty	nning) Resu AADT	2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925 360.0 0.43 2160 1.000 9.7 0.906 0.6	vpd vph vph v sec vph sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for place of type (k) = 0.5 for place of type (k) = 0.5 for place of type of ty	nning) Resu AADT	2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925 360.0 0.43 2160 1.000 9.7 0.906 0.6 10.3	vpd vph vph v sec vph sec vph sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for place of type (k) = 0.5 for place of type (k) = 0.5 for place of type of ty	nning) Resu AADT	2 3 Actuated 90.0 0.600 lts 37000 3330 1665 925 360.0 0.43 2160 1.000 9.7 0.906 0.6	vpd vph vph v sec vph sec vph	

East Middle Road

	PLANNII	NG ANALYSI	IS	
Analyst: Kondal	a Rao Ma			
		ltants, In	nc	
Date Performed: 5/9/20	006			
Analysis Time Period: P.M. F	eak hour	r		
	Middle Ro	oad		
Direction of Travel:				
Jurisdiction: Mohave	County	, AZ`		
Analysis Year: 2040	- `	•		
Project ID: Golden Valley Ra	nch Mast	ter Traffi	ic Study	
Tr	raffic Ch	haracteris	stics	
Annual average daily traffic,	AADT	8500	vpd	
Planning analysis hour factor	, K	0.090		
Directional distribution fact	or, D	0.500		
Peak-hour factor, PHF		0.900		
Adjusted saturation flow rate	:	1800	pcphgpl	
Percent turns from exclusive	lanes	50	%	
Road	lway Chai	racteristi	ıcs	—
Number of through lanes one d	direction	n, N 2		
Free flow speed, FFS	*************	30	mph	
Urban class		3	mpn	
Section length		1.40) miles	
Median		No	A WILLES	
		110		
Left-turn bays No				
nerc-carn bays		No		
-	al Chara	No acteristic	cs	
Sign	al Chara	acteristic	cs	
Sign	nal Chara	acteristic 2	cs	
Sign Signalized intersections Arrival type, AT		acteristic 2 3	cs	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan		acteristic 2 3 Actuated		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C		acteristic 2 3 Actuated 90.0	cssec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan		acteristic 2 3 Actuated		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C		2 3 Actuated 90.0 0.600		
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C	nning) Resul	2 3 Actuated 90.0 0.600	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic,	nning) Resul	acteristic 2 3 Actuated 90.0 0.600 lts 8500	sec	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume	nning) Resul	acteristic 2 3 Actuated 90.0 0.600 lts 8500 765	sec vpd vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume	nning)Resul	2 3 Actuated 90.0 0.600 lts 8500 765 382	sec vpd vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r	nning)Resul	2 3 Actuated 90.0 0.600 lts 8500 765 382 212	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time	nning)Resul	2 3 Actuated 90.0 0.600 lts 8500 765 382 212 168.0	sec vpd vph vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio	nning)Resul	2 3 Actuated 90.0 0.600 lts 8500 765 382 212 168.0 0.12	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity	nning)Resul	2 3 Actuated 90.0 0.600 lts 8500 765 382 212 168.0 0.12 1726	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF	nning)Resul	2 3 Actuated 90.0 0.600 lts 8500 765 382 212 168.0 0.12 1726 1.000	vpd vph vph v sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay	nning)Resul	2 3 Actuated 90.0 0.600 lts 8500 765 382 212 168.0 0.12 1726 1.000 7.8	vpd vph vph vph v	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	nning)Resul	2 3 Actuated 90.0 0.600 lts 8500 765 382 212 168.0 0.12 1726 1.000 7.8 0.997	vpd vph vph v sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	nning)Resul	2 3 Actuated 90.0 0.600 lts	vpd vph vph v sec vph sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	nning)Resul	2 3 Actuated 90.0 0.600 lts	vpd vph vph v sec vph sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plant Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	nning)Resul	2 3 Actuated 90.0 0.600 lts	vpd vph vph v sec vph sec vph	
Signalized intersections Arrival type, AT Signal type (k = 0.5 for plan Cycle length, C Effective green ratio, g/C Annual average daily traffic, Two-way hourly volume Hourly directional volume Through-volume 15-min. flow r Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	nning)Resul	2 3 Actuated 90.0 0.600 lts	vpd vph vph v sec vph sec vph	

Hualapai Drive Extension

PLANN:	ING ANALYSI	S		
Analyst: Kondala Rao I				
Agency/Co.: Stanley Const		nc		
Date Performed: 5/9/2006				
Analysis Time Period: P.M. Peak Hour				
Urban Street: Hualapai Dri		on		
Direction of Travel:				
Jurisdiction: Mohave County	v. A7			
Analysis Year: 2040	,			
Project ID: Golden Valley Ranch Mar	ster Traffi	ic Study		
3				
Traffic	Characteris	stics		
Annual average daily traffic, AADT	13000	vpd		
Planning analysis hour factor, K	0.090	· P ·		
Directional distribution factor, D	0.500			
Peak-hour factor, PHF	0.900			
Adjusted saturation flow rate	1800	pcphgpl		
Percent turns from exclusive lanes	50	8 bchuabt		
referre turns from exclusive falles	30	70		
Roadway Cha	aracteristi	.cs		
Number of through lanes one direction	on, N 2			
Free flow speed, FFS	30	mph		
Urban class	3	mp.r.		
Section length	2.20) miles		
Median	No.	, miles		
Left-turn bays	No			
<u>-</u>				
Signal Cha	racteristic	Es		
Signalized intersections	2			
Arrival type, AT	3			
Signal type (k = 0.5 for planning)	Actuated			
Cycle length, C	90.0	sec		
Effective green ratio, g/C	0.600			
Poor	,] +a			
Rest	ults			
Annual average daily traffic, AADT	13000	vpd		
Two-way hourly volume	1170	vph		
Hourly directional volume	585	vph		
Through-volume 15-min. flow rate	325	v		
Running time	264.0	sec		
v/c ratio	0.19			
Through capacity	1726	vph		
Brognessien festen DE				
Progression factor, PF	1.000			
Uniform delay		sec		
	1.000	-		
Uniform delay	1.000 8.1	-		
Uniform delay Filtering/metering factor, I	1.000 8.1 0.990	sec		
Uniform delay Filtering/metering factor, I Incremental delay Control delay	1.000 8.1 0.990 0.2	sec sec/v		
Uniform delay Filtering/metering factor, I Incremental delay	1.000 8.1 0.990 0.2 8.4	sec		

Indian Wells Road Extension

PLANN	ING ANALYSI	s			
Analyst: Kondala Rao					
Agency/Co.: Stanley Consultants, Inc					
Date Performed: 5/9/2006					
Analysis Time Period: P.M. Peak Ho					
Urban Street: Indian Wells	Road Exter	asion			
Direction of Travel:					
Jurisdiction: Mohave Count	y, AZ				
Analysis Year: 2040					
Project ID: Golden Valley Ranch Ma	ster Traffi	.c Study			
Traffic	Characteris	stics			
Annual average daily traffic, AADT	8000	vpd			
Planning analysis hour factor, K	0.090				
Directional distribution factor, D	0.500				
Peak-hour factor, PHF	0.900	, -			
Adjusted saturation flow rate	1800	pcphgpl			
Percent turns from exclusive lanes	50	8			
Roadway Cha	aracteristi	.cs			
Number of through lanes one direction	on, N 2				
Free flow speed, FFS	30 30	mph			
Urban class	3	шЪп			
Section length	1.30	miles			
Median	No	WILLES			
Left-turn bays	No				
Signal Cha	ractoristic	e e			
	lacteristic				
Signalized intersections	2				
Arrival type, AT	3				
Signal type $(k = 0.5 \text{ for planning})$	Actuated				
Cycle length, C	90.0	sec			
Effective green ratio, g/C	0.600				
Resu	ılts				
Annual arrayage dails traffic AADM	0000	4			
Annual average daily traffic, AADT Two-way hourly volume	8000 720	vpd			
Hourly directional volume		vph			
Through-volume 15-min. flow rate	360 200	vph			
Running time	156.0	V			
v/c ratio	0.12	sec			
Through capacity	1726	rmh			
Progression factor, PF	1.000	vph			
Uniform delay	7.7	gog			
Filtering/metering factor, I	0.997	sec			
Incremental delay	0.337	sec			
Control delay	7.9	sec/v			
Total travel speed, Sa	27.2	mph			
Total urban street LOS	27.2 B	mbit			
TTTT GIAGE DOLOGE HOD					

Mobile Road Extension

	PLANNING ANALYSIS					
Analyst:	Kondala Rao M	Mantri				
Agency/Co.: Stanley Consultants. Inc						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: Mobile Road Extension						
Direction of Travel:						
Jurisdiction: Mohave County, AZ						
Analysis Year:	2040					
Project ID: Golden Valley Ranch Master Traffic Study						
	Traffic Characteristics					
Annual average daily to	raffic, AADT	23000	vpđ			
Planning analysis hour	•	0.090	-			
Directional distribution		0.500				
Peak-hour factor, PHF	•	0.900				
Adjusted saturation flo	ow rate	1800	pcphgpl			
Percent turns from exc.		50	8 F-F-7E-			
	Roadway Cha	racterist	ics			
Number of through lanes	s one directio	on, N 2				
Free flow speed, FFS		35	mph			
Urban class		3	•			
Section length		0.70	niles			
Median		No				
Left-turn bays		No				
-	Cional Char					
Signal Characteristics						
Signalized intersection	ns	2				
Signalized intersection Arrival type, AT	ns	2 3				
Arrival type, AT Signal type (k = 0.5 fo						
Arrival type, AT		3	sec			
Arrival type, AT Signal type (k = 0.5 fo	or planning)	3 Actuated				
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C	or planning) g/C	Actuated 90.0 0.600				
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio,	or planning) g/C Resu	Actuated 90.0 0.600				
Arrival type, AT Signal type (k = 0.5 fo Cycle length, C	or planning) g/C Resu	Actuated 90.0 0.600				
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume	or planning) g/CResu	3 Actuated 90.0 0.600	sec			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume	or planning) g/CResuraffic, AADT	3 Actuated 90.0 0.600 alts	sec vpd			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min.	or planning) g/CResuraffic, AADT	3 Actuated 90.0 0.600 alts 23000 2070	sec vpd vph			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume	or planning) g/CResuraffic, AADT	3 Actuated 90.0 0.600 alts	sec vpd vph vph			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min.	or planning) g/CResuraffic, AADT	3 Actuated 90.0 0.600 alts 23000 2070 1035 575	vpd vph vph vph v			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time	or planning) g/CResuraffic, AADT	3 Actuated 90.0 0.600 alts 23000 2070 1035 575 75.3	vpd vph vph vph v			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio	or planning) g/CResuraffic, AADT	3 Actuated 90.0 0.600 alts 23000 2070 1035 575 75.3 0.33	vpd vph vph vph v			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity	or planning) g/CResuraffic, AADT	3 Actuated 90.0 0.600 alts 23000 2070 1035 575 75.3 0.33 1726	vpd vph vph vph v			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF	or planning) g/CResuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 23000 2070 1035 575 75.3 0.33 1726 1.000	vpd vph vph vph v sec vph			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay	or planning) g/CResuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 23000 2070 1035 575 75.3 0.33 1726 1.000 9.0	vpd vph vph vph v sec vph			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor	or planning) g/CResuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 23000 2070 1035 575 75.3 0.33 1726 1.000 9.0 0.952	vpd vph vph vph v sec vph			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor incremental delay	or planning) g/CResuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 23000 2070 1035 575 75.3 0.33 1726 1.000 9.0 0.952 0.5	vpd vph vph v sec vph sec vph			
Arrival type, AT Signal type (k = 0.5 for Cycle length, C Effective green ratio, Annual average daily to Two-way hourly volume Hourly directional volume Through-volume 15-min. Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor incremental delay Control delay	or planning) g/CResuraffic, AADT ume flow rate	3 Actuated 90.0 0.600 alts 23000 2070 1035 575 75.3 0.33 1726 1.000 9.0 0.952 0.5 9.5	vpd vph vph v sec vph sec vph sec			

Ramada Road Extension

PLANN	NG ANALYSI	S				
Analyst: Kondala Rao M	Mantri					
Agency/Co.: Stanley Consultants. Inc						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: Ramada Road Extension						
Direction of Travel:						
Jurisdiction: Mohave County	, AZ					
Analysis Year: 2040	. •					
Project ID: Golden Valley Ranch Mas	ster Traffi	.c Study				
Traffic (Characteris	stics				
Annual average daily traffic, AADT	18000	vpd				
Planning analysis hour factor, K	0.090					
Directional distribution factor, D	0.500					
Peak-hour factor, PHF	0.900					
Adjusted saturation flow rate	1800	pcphgpl				
Percent turns from exclusive lanes	50	8				
Roadway Cha	aracteristi	.cs				
•						
Number of through lanes one direction	on, N 2					
Free flow speed, FFS	35	mph				
Urban class	3					
Section length	2.40	miles				
Median	No					
Left-turn bays	No					
Signal Char	racteristic	:s				
Signalized intersections	2					
Arrival type, AT	3					
Signal type $(k = 0.5 \text{ for planning})$	Actuated					
Cycle length, C	90.0	sec				
Effective green ratio, g/C	0.600					
Results						
Annual amorago daily traffic AADM	19000	ımd				
Annual average daily traffic, AADT	18000	vpd				
Two-way hourly volume	1620	vph				
Hourly directional volume	810	vph				
Through-volume 15-min. flow rate						
Running time	450	v				
/	246.9	v sec				
v/c ratio	246.9 0.26	sec				
Through capacity	246.9 0.26 1726					
Through capacity Progression factor, PF	246.9 0.26 1726 1.000	sec vph				
Through capacity Progression factor, PF Uniform delay	246.9 0.26 1726 1.000 8.5	sec				
Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	246.9 0.26 1726 1.000 8.5 0.975	sec vph sec				
Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	246.9 0.26 1726 1.000 8.5 0.975	sec vph sec sec				
Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	246.9 0.26 1726 1.000 8.5 0.975 0.4 8.9	sec vph sec sec sec sec/v				
Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	246.9 0.26 1726 1.000 8.5 0.975	sec vph sec sec				
Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	246.9 0.26 1726 1.000 8.5 0.975 0.4 8.9	sec vph sec sec sec sec/v				

Sacramento Road Extension

PLANNING ANALYSIS						
Analyst: Kondala Rao Mantri						
Agency/Co.: Stanley Consultants, Inc						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: Sacramento Road Extension						
Direction of Travel:						
Jurisdiction: Mohave County, AZ						
Analysis Year: 2040	<u>.</u> ,					
Project ID: Golden Valley Ranch Master Traffic Study						
m 663	. Charantania	-				
Traffic Characteristics						
Annual average daily traffic, AAD	т 36000	vpd				
Planning analysis hour factor, K	0.090					
Directional distribution factor,	D 0.500					
Peak-hour factor, PHF	0.900					
Adjusted saturation flow rate	1800	pcphgpl				
Percent turns from exclusive lane	ន 50	ક				
Roadway	Characteristi	ics				
Number of through lanes one direc	tion, N 3					
Free flow speed, FFS	45	mph				
Urban class	2	•				
Section length	1.10	0 miles				
Median	Yes					
Left-turn bays	Yes					
Cianal C	haraetorieti	00				
signal C	haracteristic					
Signalized intersections	2					
Arrival type, AT	3					
Signal type ($k = 0.5$ for planning) Actuated					
Cycle length, C	90.0	sec				
Effective green ratio, g/C	0.600					
g	esults					
Annual average daily traffic, AAD		vpd				
Two-way hourly volume	3240	vph				
Hourly directional volume	1620	vph				
Through-volume 15-min. flow rate	000					
Running time	900	v				
realisting extine	95.9	v sec				
v/c ratio						
<u> </u>	95.9					
v/c ratio	95.9 0.28	sec				
v/c ratio Through capacity Progression factor, PF	95.9 0.28 3240	sec				
v/c ratio Through capacity Progression factor, PF Uniform delay	95.9 0.28 3240 1.000	sec vph				
v/c ratio Through capacity Progression factor, PF	95.9 0.28 3240 1.000 8.6	sec vph				
v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	95.9 0.28 3240 1.000 8.6 0.971	sec vph sec sec				
v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	95.9 0.28 3240 1.000 8.6 0.971 0.2 8.8	sec vph sec sec sec/v				
v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	95.9 0.28 3240 1.000 8.6 0.971	sec vph sec sec				

TC Connector

PLANNING ANALYSIS						
Analyst: Kondala Rao Mantri						
Agency/Co.: Stanley Consultants, Inc						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: TC Connecter						
Direction of Travel:						
Jurisdiction: Mohave Count	ty, AZ					
Analysis Year: 2040	- '					
Project ID: Golden Valley Ranch Master Traffic Study						
Traffic	Characteris	stics				
Annual average daily traffic, AADT	24500	vpd				
Planning analysis hour factor, K	0.090					
Directional distribution factor, D	0.500					
Peak-hour factor, PHF	0.900					
Adjusted saturation flow rate	1800	pcphgpl				
Percent turns from exclusive lanes	50	8				
Roadway Cl	haracteristi	lcs				
Number of through lanes one direct:	ion, N 2					
Free flow speed, FFS	30	mph				
Urban class	3	<u>F</u>				
Section length	1.30) miles				
Median	No					
Left-turn bays	No.					
Signal Cha	aracteristic	28				
Signalized intersections	2					
Arrival type, AT	3					
Signal type (k = 0.5 for planning)	Actuated					
Cycle length, C	90.0	sec				
Effective green ratio, g/C	0.600					
,,,,,,,,, _						
Results						
Annual average daily traffic, AADT	24500	vpd				
Two-way hourly volume	2205	vph				
Hourly directional volume	1102	vph				
Through-volume 15-min. flow rate	612	V				
Running time	156.0	sec				
v/c ratio	0.35	200				
Through capacity	1726	vph				
Progression factor, PF	1.000	- P				
Uniform delay	9.1	sec				
Filtering/metering factor, I	0.943	5 55				
Incremental delay	0.5	500				
Control delay		sec				
•	9.7	sec/v				
Total urban street LOS	26.7	mph				
Total urban street LOS	В					

West Loop Road

PLANN.	ING ANALYSI	S				
Analyst: Kondala Rao Mantri						
Agency/Co.: Stanley Consult						
Date Performed: 5/9/2006						
Analysis Time Period: P.M. Peak Hour						
Urban Street: West Loop Road						
Direction of Travel:						
Jurisdiction: Mohave County, AZ						
Analysis Year: 2040	(, AZ					
Project ID: Golden Valley Ranch Mas	tor Troffi	a Ctude				
Froject in: Gorden variey Ranch Ma:	ster Halli	ic scaay				
Traffic (Characteris	stics				
Annual comment dails to Effe Annua	02000					
Annual average daily traffic, AADT	23000	vpd				
Planning analysis hour factor, K	0.090					
Directional distribution factor, D	0.500					
Peak-hour factor, PHF	0.900					
Adjusted saturation flow rate	1800	pcphgpl				
Percent turns from exclusive lanes	50	8				
Roadway Cha	aracteristi	.cs				
············						
Number of through lanes one direction	on, N 2					
Free flow speed, FFS	35	mph				
Urban class	2					
Section length	3.20	miles				
Median	Yes					
Left-turn bays	Yes					
<u>-</u>		rg.				
Signal Char		es				
<u>-</u>		rs				
Signal Char	racteristic	?\$				
Signal Char	racteristic 2	28				
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning)	racteristic 2 3					
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C	racteristic 2 3 Actuated	sec				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600					
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C	2 3 Actuated 90.0 0.600					
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Reso	cacteristic 2 3 Actuated 90.0 0.600	sec				
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resu Annual average daily traffic, AADT	cacteristic 2 3 Actuated 90.0 0.600 alts 23000	sec				
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resultance Annual average daily traffic, AADT Two-way hourly volume	cacteristic 2 3 Actuated 90.0 0.600 alts 23000 2070	sec vpd vph				
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume	2 3 Actuated 90.0 0.600 alts 23000 2070 1035	sec vpd vph vph				
Signal Char Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate	2 3 Actuated 90.0 0.600 alts 23000 2070 1035 575	vpd vph vph vph v				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time	2 3 Actuated 90.0 0.600 alts 23000 2070 1035 575 329.1	sec vpd vph vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio	2 3 Actuated 90.0 0.600 alts 23000 2070 1035 575 329.1 0.27	vpd vph vph vph v				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity	2 3 Actuated 90.0 0.600 1lts 23000 2070 1035 575 329.1 0.27 2160	vpd vph vph vph v				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF	2 3 Actuated 90.0 0.600 1lts 23000 2070 1035 575 329.1 0.27 2160 1.000	vpd vph vph v sec vph				
Signal Char- Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C	2 3 Actuated 90.0 0.600 alts 23000 2070 1035 575 329.1 0.27 2160 1.000 8.6	vpd vph vph vph v				
Signal Char- Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Resultance Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I	2 3 Actuated 90.0 0.600 1lts 23000 2070 1035 575 329.1 0.27 2160 1.000 8.6 0.974	vpd vph vph v sec vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay	2 3 Actuated 90.0 0.600 alts 23000 2070 1035 575 329.1 0.27 2160 1.000 8.6 0.974 0.3	vpd vph vph v sec vph sec vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	2 3 Actuated 90.0 0.600 1lts 23000 2070 1035 575 329.1 0.27 2160 1.000 8.6 0.974 0.3 8.9	sec vpd vph vph vph v sec vph sec sec sec/v				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay Total travel speed, Sa	2 3 Actuated 90.0 0.600 1lts 23000 2070 1035 575 329.1 0.27 2160 1.000 8.6 0.974 0.3 8.9 33.2	vpd vph vph v sec vph sec vph				
Signalized intersections Arrival type, AT Signal type (k = 0.5 for planning) Cycle length, C Effective green ratio, g/C Results Annual average daily traffic, AADT Two-way hourly volume Hourly directional volume Through-volume 15-min. flow rate Running time v/c ratio Through capacity Progression factor, PF Uniform delay Filtering/metering factor, I Incremental delay Control delay	2 3 Actuated 90.0 0.600 1lts 23000 2070 1035 575 329.1 0.27 2160 1.000 8.6 0.974 0.3 8.9	sec vpd vph vph vph v sec vph sec sec sec/v				

Results Summary

GOLDEN VALLEY RANCH MASTER TRAFFIC STUDY RESULTS FROM THE HCS ANALYSIS

Roadway	Number of Lanes	Design Speed (mph)	2015 LOS	2025 LOS	2040 LOS
Aquarius Drive	4	40	A	A	A
Aztec Road	6	45	A	A	A
Bacobi Road	4	45	Α	A	A
Colorado Road	4	45	A	A	A
Sacramento Road	4	40	A	A	A
Shinarump Road	6	45	A	A	A
Tombstone Trail	4	40	A	A	A

Roadway	Number of Lanes	Design Speed (mph)	2015 LOS	2025 LOS	2040 LOS
Aztec Road Extension	6	45	A	Α	Α
Bacobi Road Extension	4	35	В	В	В
Centennial Road Extension	4	35	Α	В	В
Cerbat Road Extension	4	35	A	A	A
East Loop Road	4	35	В	В	В
East Middle Road	4	30	В	В	В
Hualapai Drive Extension	4	30	В	В	В
Indian Wells Road Extension	4	30	В	В	В
Mobile Road Extension	4	35	В	В	В
Ramada Road Extension	4	35	A	A	A
Sacramento Road Extension	6	45	A	В	В
Town Center Connector	4	30	В	В	В
West Loop Road	4	35	В	В	В

Appendix C

Standards

Mohave County Public Works Typical Roadway Sections

Case 09-14814-gwz Doc 1241-20 Entered 08/13/10 17:12:42 Page 46 of 67 Z Z AVUTEZ 30-40 40-50 PETTON. section removed from the shoulder. The 100-year design storm can not The 10-year design storm must be contained within the improved ditch S Ŋ 8 is aubmitted to and is approved by the County Engineer for a lesser AACKBLOPI Design speed shall be the maximum speed shown unless documentation VARIES the Final design may ત સં Abadway classification to be approved by the County Engineer 4 성 선 44 66 ₹ (ii) PITO W require additional right-of-way. For Subdivisions recorded current edition of the AASHTO Policy on Geometric. Design of prior to Sept. 7, 1965 the minimum width shall be 40 feet, Roadway Design ahall conform to the standards outlined in VARIOR u when a request for maintenance is being considered 7 4 4 W NON-CURB ROADWAY DESIGN *CTTOE ä All right-of-way widths shown are minimums. 9 6 'n ď O å , , TRAVEL CASK ķ HIGHT-OF-WAY Ф overtop the centerline of the road. , N Š ď Ğ 9 Ē $\mathbf{\omega}$ TRAVEL CARE \Box 100 t 30 - #B 70, ŝ ន្ត 4 Highways and Streets. *HOULDED! COLLECTORS/DISTRIBUTORS 섫 د HILLSIDE/FRONTAGE design spaed. ING. OPE W VARIES COUNTY HIGHWAY DIX -de-SAC'S ARTERIALS 1830 VANIES HEL CLASSIFICATION REPLACES STANDARD DETAIL 60 THRU 63. DATED MAY. 1976 UNIFORM STANDARD DETAILS MOHAVE COUNTY AREA MINIMUM STANDARDS for NON-CURB ROADWAY DESIGN Prepared By: MOHAVE COUNTY ENGINEERING

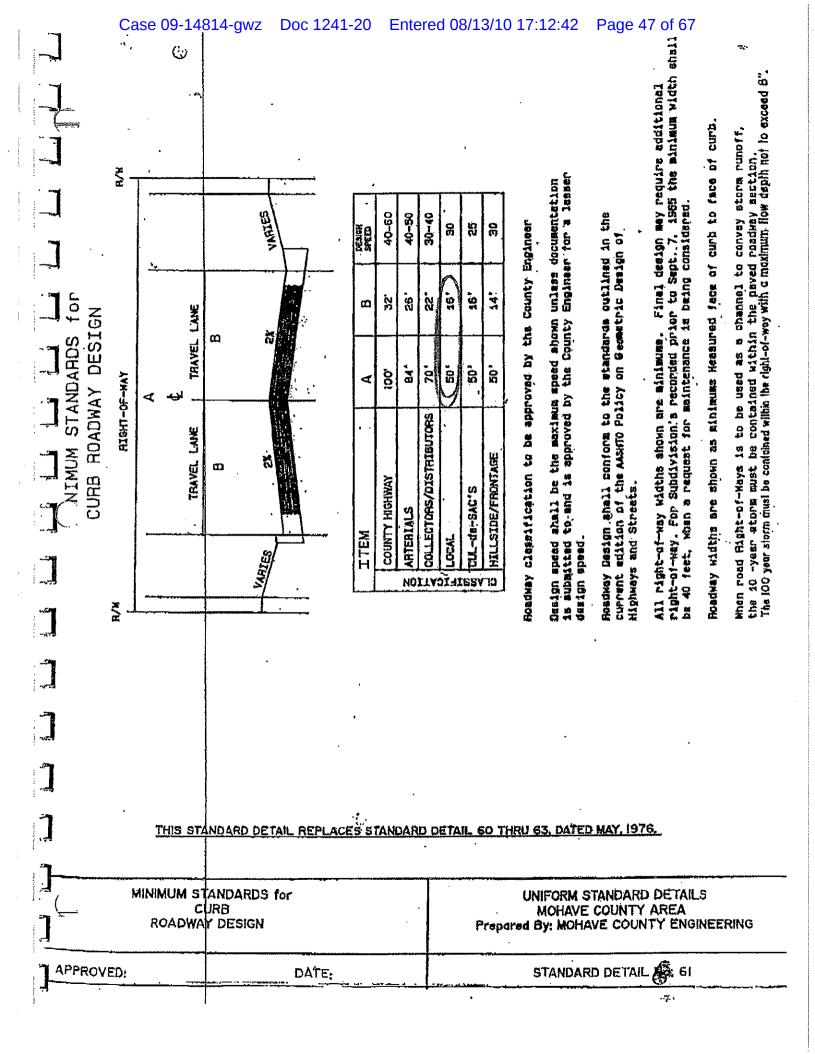
DATE:

ξ,

STANDARD DETAIL No. 60

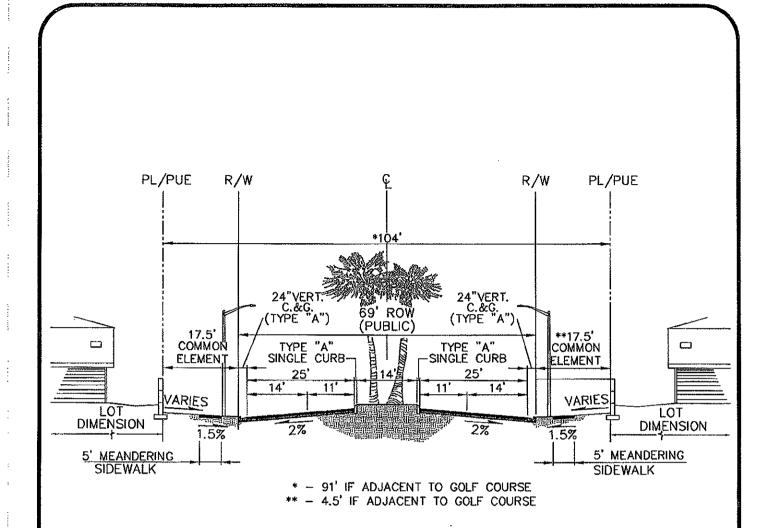
MINIMUM STANDARDE for

APPROVED:



Page 48 of 67 Case 09-14814-gwz Doc 1241-20 Entered 08/13/10 17:12:42 ₽0.9 JATOT right-of-way. For Subdivision's recorded prior to Sept. 7, 1965 the minimum width shall Final design may require additional The 100 year starin must be contained within the right-of-way with a maximum flow depth not to exceed 8". Roadway widths are shown as minimums Measured face of curb to face of curb When road Aight-of-Mays is to be used we a channel to convey ators runoff, the io -year ators must be contained within the payed roadway section, R/H is subsitted to end is approved by the County Engineer for a leaser Design opend aboil he the maximum speed shown unless documentation VARIES de 40 feet, when a request for maintenence is being considered. \$0-E0 40-50 30-46 Roadway Dealgn shall conform to the standards outlined in the Roadway classification to be approved by the county Engineer 욺 អូ 8 edition of the Aash To Policy on Geometric Daugn of INVERTED CROWN CURB ROADWAY SECTION NIMIM STANDAHOS for 4 ģ Š ĸ œ 18 Œ THAVEL LANE All right-of-way widths shown are einimise. Œ JAN. MAX. 2 9 70. 8 3 ŝ SIGHT-OF-WAY ₫ COLLECTORS/DISTRIBUTORS 3% MAX TRAVEL LANG HILLSIDE/FRONTAGE Ø COUNTY HIGHWAY HADAMBYS and Streets. CIAL-da-SAC'S MITERIALS ITEM 4 design apend, **PLATFORM** CLASSIFICATION THIS STANDARD DETAIL REPLACES STANDARD DETAIL 60 THRU 63, DATED MAY, 1976. MINIMUM STANDARDS for UNIFORM STANDARD DETAILS INVERTED CROWN CURB MOHAVE COUNTY AREA ROADWAY DESIGN Prepared By: MOHAVE COUNTY ENGINEERING APPROVED: STANDARD DETAIL DATE: DEC-50-5004 10 d ENGINEERING 1260 757 828

Golden Valley Ranch
Project Specific
Typical Roadway Sections



TYPICAL LOOP RD. #1 STREET SECTION
(PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

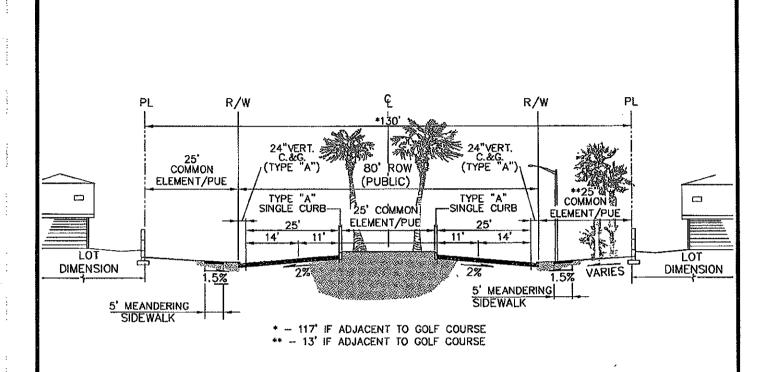


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-G

DATE: 20 DEC 2005



TYPICAL LOOP RD. #2 STREET SECTION

(PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

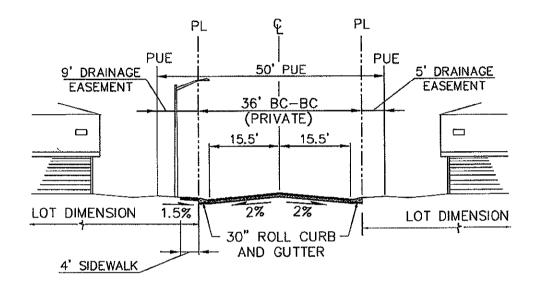


Stanley Consultants INC.

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-H

DATE: 20 DEC 2005



TYPICAL LOCAL STREET SECTION (PRIVATE) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

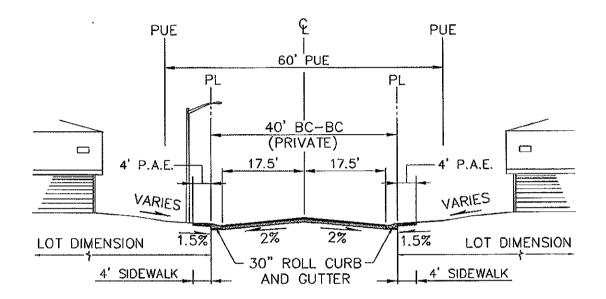


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ÉASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-A

DATE: 20 DEC 2005



TYPICAL COLLECTOR STREET SECTION (PRIVATE) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

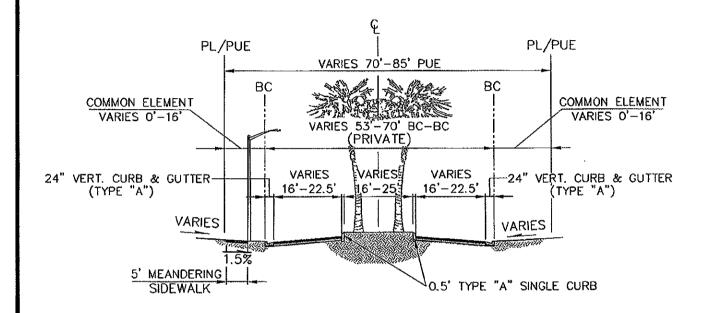


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-B

DATE: 20 DEC 2005



TYPICAL ENTRY STREET SECTION (PRIVATE) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

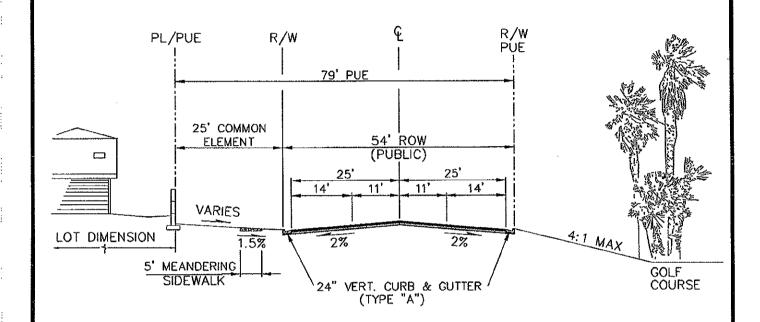


Stanley Consultants INC.

5820 S. EASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-C

DATE: 20 DEC 2005



TYPICAL MINOR ARTERIAL STREET SECTION FRONTING GOLF COURSE (PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

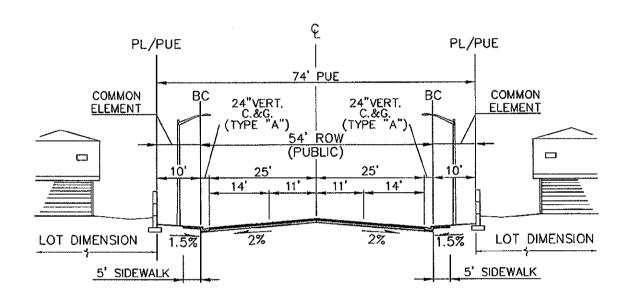


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-D

DATE: 20 DEC 2005



TYPICAL MINOR ARTERIAL STREET SECTION (PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

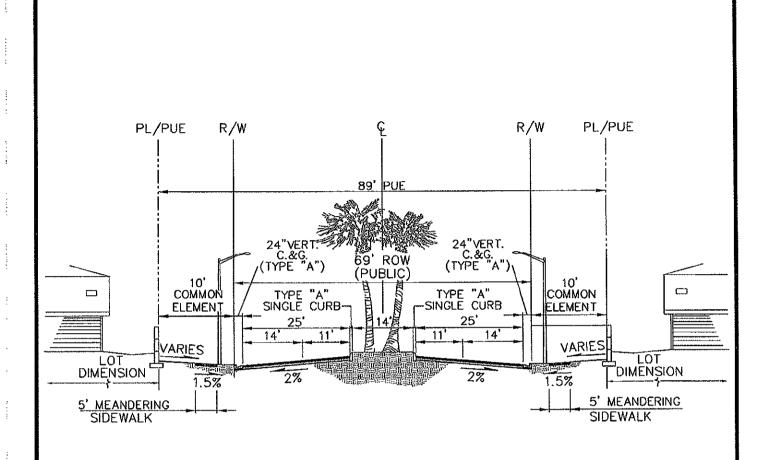


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-E

DATE: 20 DEC 2005



TYPICAL MINOR ARTERIAL STREET SECTION WITH MEDIAN (PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

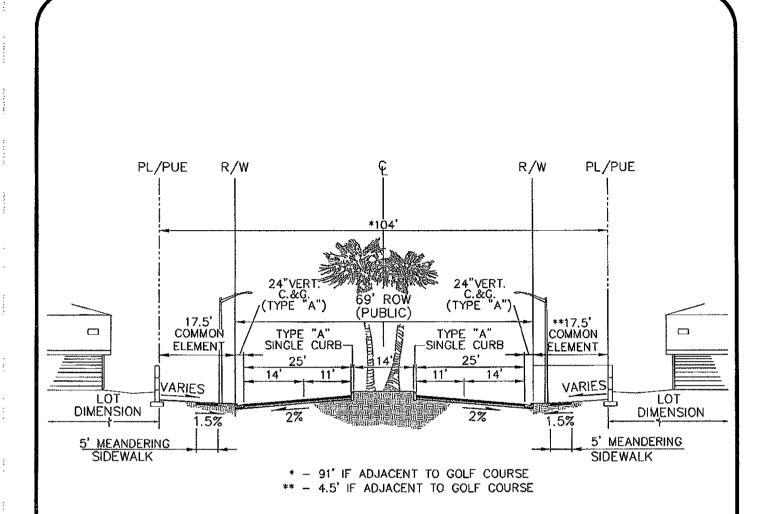


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369—9396 Fax (702) 369—9793 SCALE: NOT TO SCALE

FIGURE 1-F

DATE: 20 DEC 2005



TYPICAL LOOP RD. #1 STREET SECTION

(PUBLIC) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

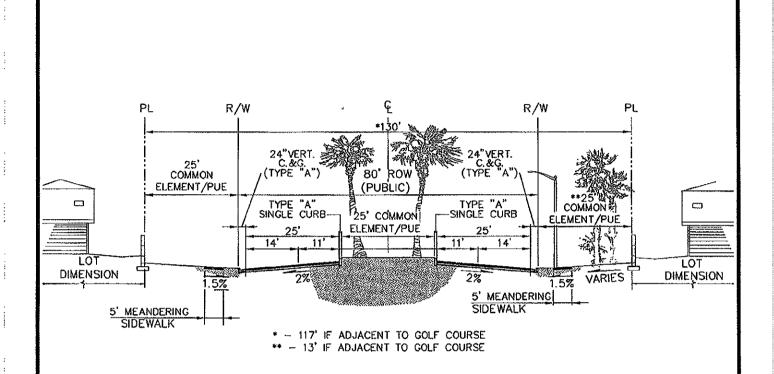


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369—9396 Fox (702) 369—9793 SCALE: NOT TO SCALE

FIGURE I-G

DATE: 20 DEC 2005



TYPICAL LOOP RD. #2 STREET SECTION
(PUBLIC)

NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

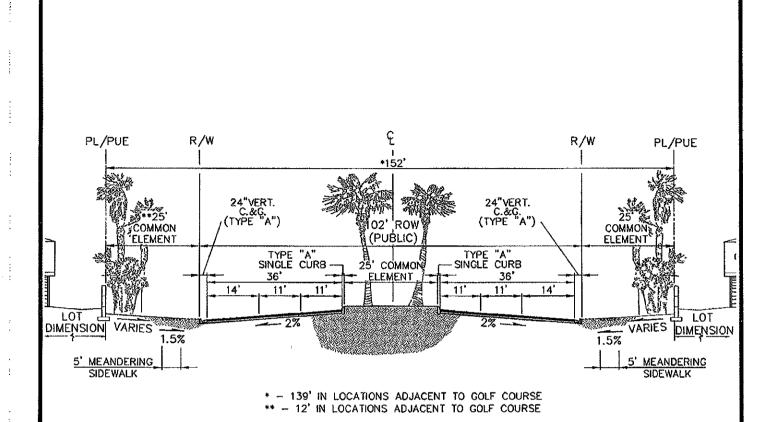


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fax (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-H

DATE: 20 DEC 2005



TYPICAL MAJOR ARTERIAL STREET SECTION

(PUBLIC)
NORTH OF GOLF COURSE FROM
ROUND-A-BOUT TO SHINARUMP

NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

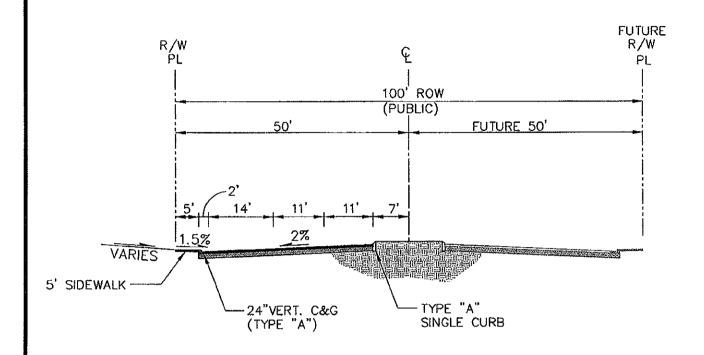


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fox (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-I

DATE: 20 DEC 2005



TYPICAL 100' RIGHT-OF-WAY

HALF STREET SECTION

NOT TO SCALE

(PUBLIC)
SECTION LINE ROADWAYS

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH

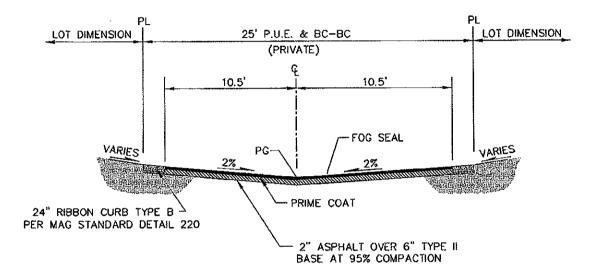


Stanley Consultants INC. 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ĒASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369—9396 Fax (702) 369—9793 SCALE: NOT TO SCALE

FIGURE I-J

DATE: 20 DEC 2005



NOTE: FINAL PAVEMENT SECTIONS TO BE BASED ON ADDITIONAL R-VALUE TESTS PERFORMED DURING CONSTRUCTION OF THE ACTUAL SUBGRADE MATERIALS AND TRAFFIC INFORMATION.

TYPICAL ALLEY STREET SECTION (PRIVATE) NOT TO SCALE

NOTE: ALL LANDSCAPING/WALKWAYS FROM PL TO PL TO BE MAINTAINED BY MASTER HOMEOWNER ASSOCIATION

RHODES HOMES ARIZONA, LLC GOLDEN VALLEY RANCH



Stanley Consultants INC 5820 S. EASTERN AVENUE, SUITE 200

5820 S. ÉASTERN AVENUE, SUITE 200 LAS VEGAS, NEVADA 89119 (702) 369-9396 Fax (702) 369-9793 SCALE: NOT TO SCALE

FIGURE I-K

DATE: 20 DEC 2005

City of Mesa Intersection Layouts

MESA STANDARD DETAILS

Amendment to the Uniform Standard Details



CITY OF MESA Great People, Quality Service! ENGINEERING 2005

EFFECTIVE DATE March 1, 2005

